

GRAIN DEALERS' JOURNAL

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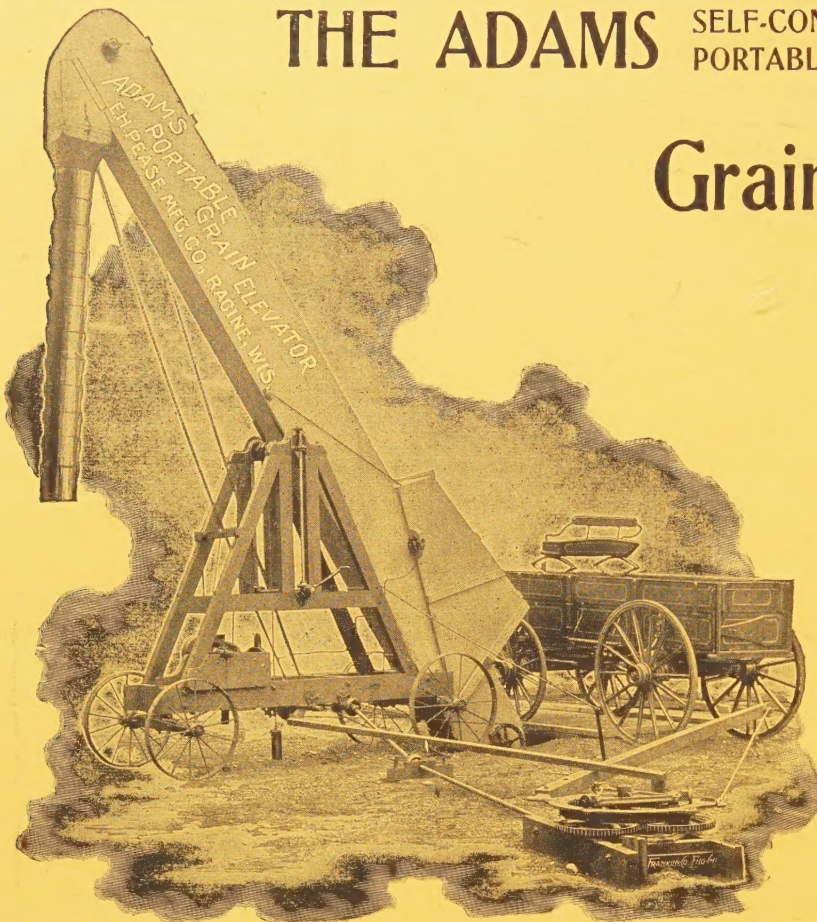
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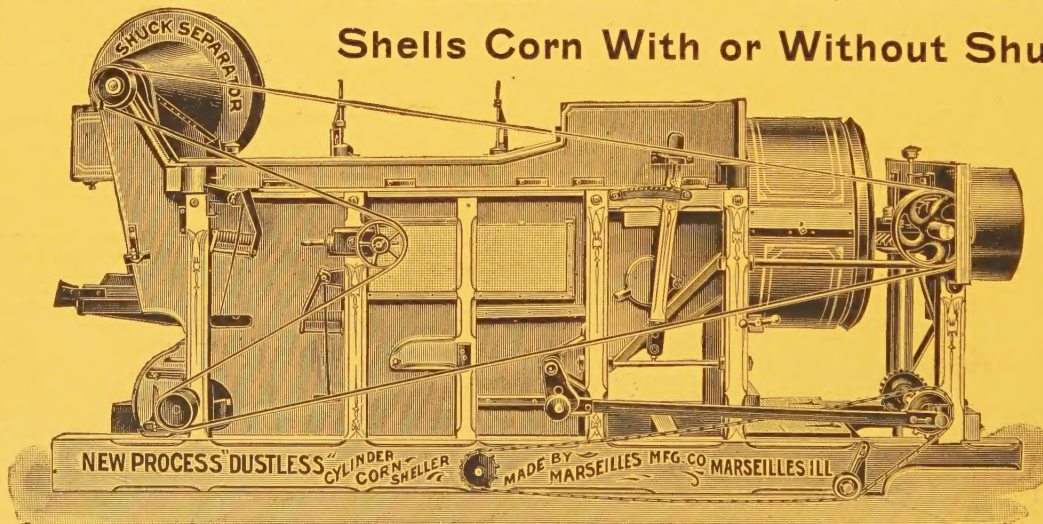
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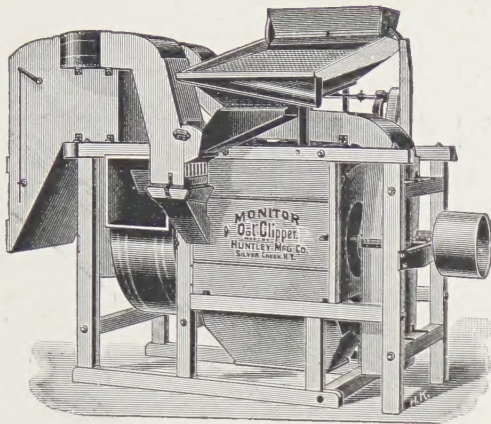
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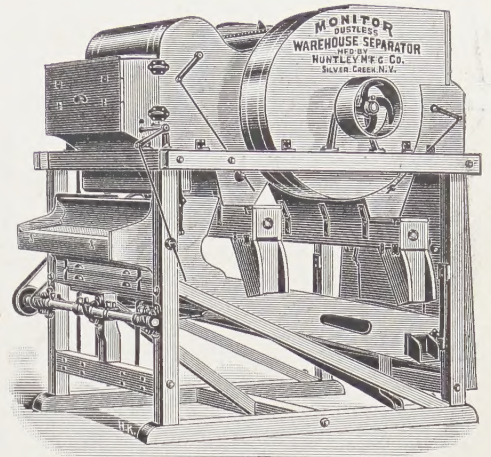
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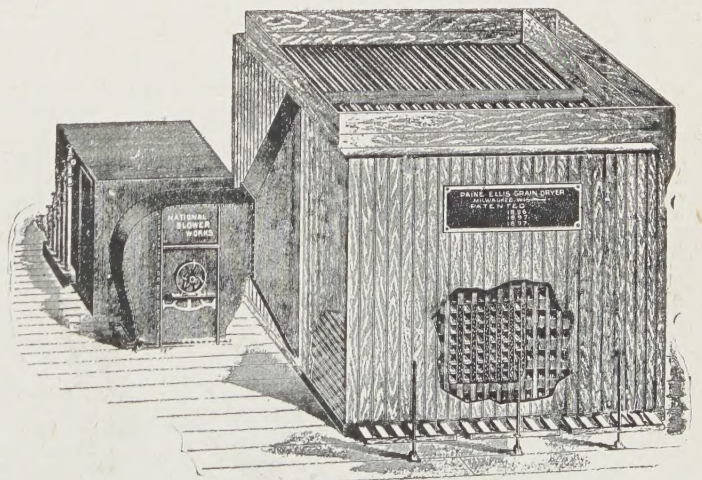
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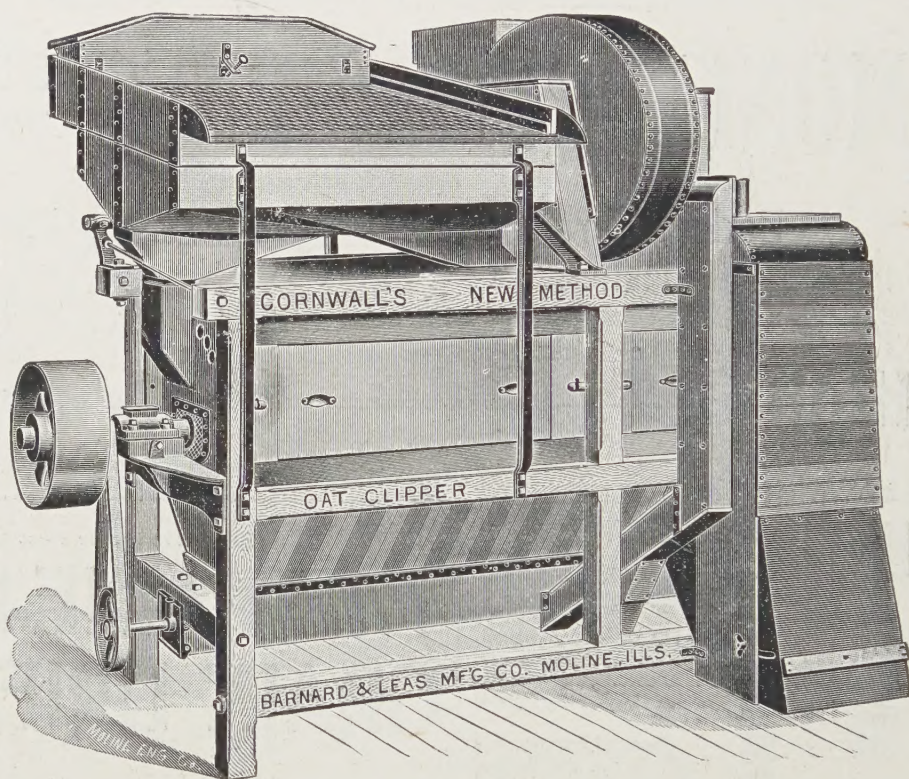
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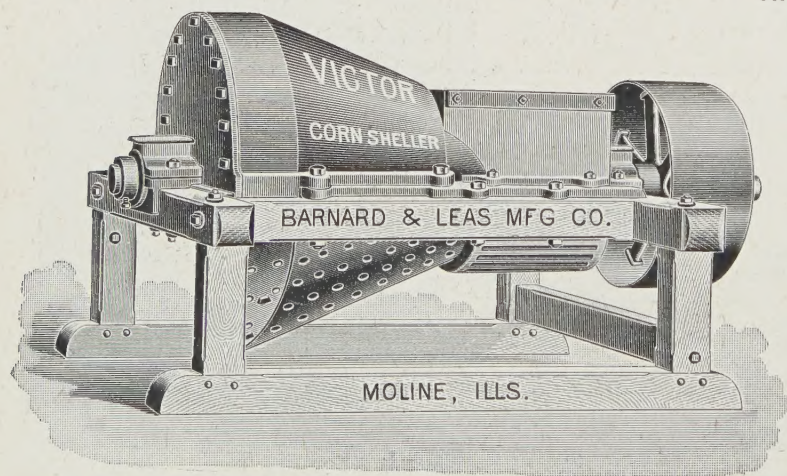


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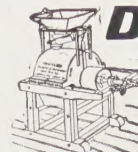
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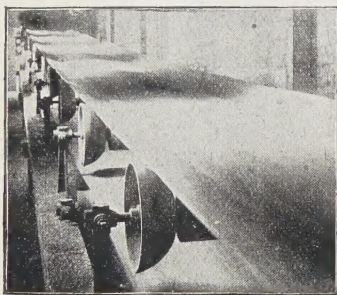
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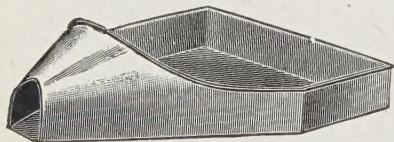
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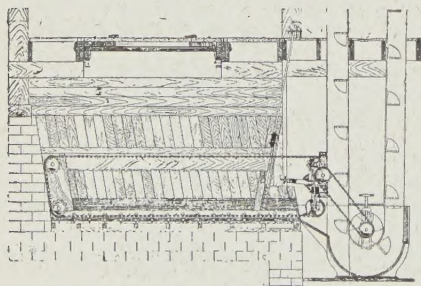
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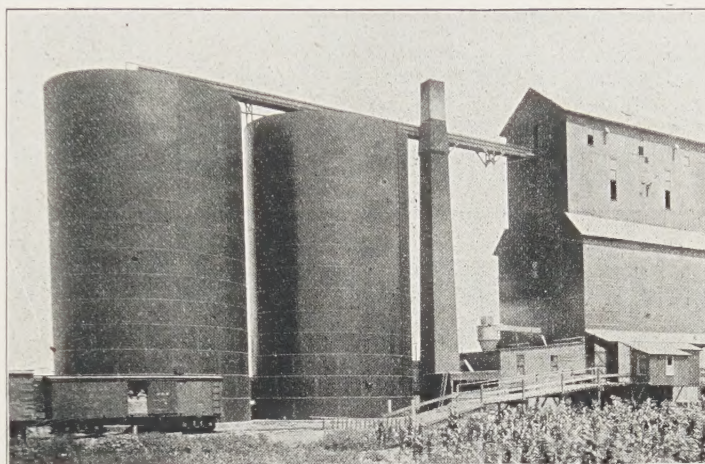
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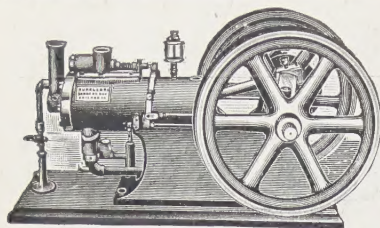
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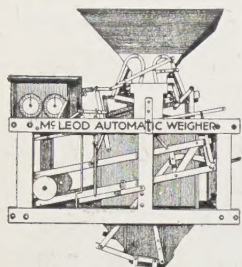
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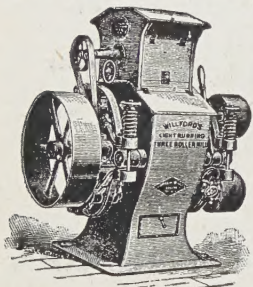
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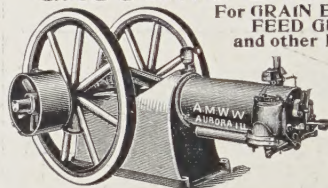
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Clark's Vest Pocket Grain Tables include tables reducing any number of pounds from 60 to 100,000 to bushels of 56 lbs., 60 lbs., 48 lbs., 70 lbs., 75 lbs., 80 lbs. and 45 lbs. They are bound in tough paper and form a thin book 2 3/4 inches wide by 8 1/4 inches long. Price 50 cents.

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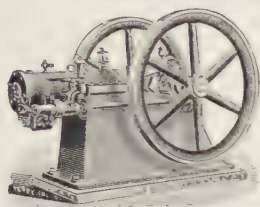
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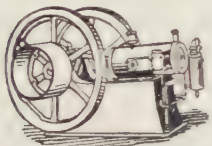


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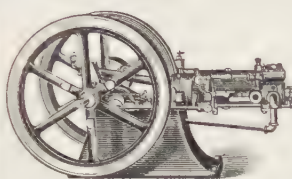
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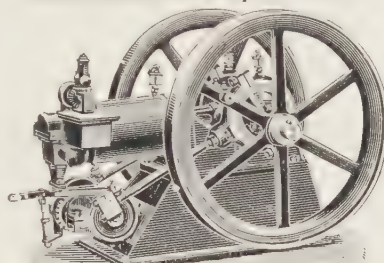
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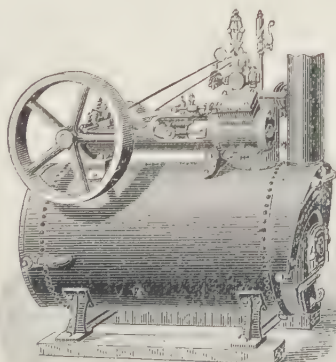
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Do not take "Bucking" Spells.
Are Thoroughly Reliable and can be depended on to furnish
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Less Trouble and Expense to keep in running order.
More Durable than any other power.

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The "GUS" gasoline engines. The Carl Anderson Co., Jefferson, cor. Fulton St., Chicago, Ill.

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ELEVATOR AND GRAIN BUSINESS for sale, elevator capacity 25,000 bushels. Corn cribs 30,000 bushels. First class grain point. Address Lock Box 374, Tekamah, Neb.

CORN CLEANER for sale. No. 1 Barnard, secondhand. Guaranteed to work as perfectly as when new. Too small for my use. Price, \$40. C. L. Kinney, Hubbard, Ia.

GASOLINE engines for sale: 4-h. p. Webster, 10-h. p. Backus, 10-h. p. Otto, 15-h. p. Norman, secondhand. New Backus engines. Chicago Water Motor & Fan Co., 171 Lake St., Chicago.

FOR SALE.

ELEVATOR for sale. 24x30, with annex 24x36, capacity 20,000 bu. Nicely located; gasoline power; on Illinois Central R. R.; in good shape. Address Lock Box 691, Storm Lake, Iowa.

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ELEVATOR for sale or rent at York, Neb. Rents for \$300 a year; 12,000 capacity, steam, 2 hopper scales. In good running order; possession at once. C., Box 12, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

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ELEVATOR 8,000 bushels, with wagon and hopper scales, 16 h. p. gasoline engine, wheat cleaner, sheller and dumps. Also grind feed. Good territory, local monopoly in grain, coal and farm machinery. Will have to sell soon. S. G. Chamberlain, East Liberty, Ohio.

FOR SALE.

ELEVATOR, 12,000 bu. capacity, new No. 2½ Western corn sheller and cleaner; 20-h. p. engine and boiler. Lumber yard in connection if wanted. Handled 46 cars grain so far this year. Located in Moultrie Co. Good bargain. Ill health cause for selling. Stapleton & Mitchell, Lake City, Ill.

GRAIN BUSINESS for sale. Having elevator of 25,000 bu. capacity and renting another house, I have all the business; also ½ of a good coal business. Handled 400,000 bu. last year. Good grain country; main line C., B. & Q., 59 miles from Chicago. Address Thos. Mercer & Co., Somonauk, Ill.

ELEVATOR or half interest for sale; 8,000 bu.; 10-h. p., steam; 350-bu. hopper scale; wagon scale on main street. Only elevator in Harper Co.; shipped over 300 cars wheat alone from this station last year; good crop planted and large area of oats and corn. Have more business than I can well attend. Would sell half interest to right man at half cost. B. F. Cary, Freeport, Kan.

ELEVATOR FOR SALE; in heart of grain country, having handled 350,000 bushels in 1898. Storage capacity, 50,000 bushels; daily capacity, 20,000 bushels. Elevator was built in 1896, is equipped with the best of improvements, new office and fixtures. Also four acres of land and residence property. Owners want to retire. Indiana, Box 6, care Grain Dealers Journal, 10 Pacific av., Chicago, Ill.

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ELEVATOR wanted to buy or lease, in good grain district of Minnesota, North or South Dakota. Give full particulars. Address Box 1007, Fergus Falls, Minn.

[Continued on page 11.]

GRAIN DEALERS' EXCHANGE

[Continued from page 10.]

WANTED.

A BARGAIN.—The fact that you read the ads. in this department should be sufficient to convince you that your ad. would be read by others. Try it.

AGENTS to sell our famous Black Zanzibar Anti-Rust Roof Paint, guaranteed to wear five years. Territory protected. Address Commonwealth Oil Co., Cleveland, O.

POSITION WANTED.—If you want help in your office, elevator or any other department of your business, advertise your want where those connected with the grain trade will see it. That is right here.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

SALESMAN WANTED. Traveling man visiting grain dealers, elevators, mills, etc., desiring a salable line of well established staple goods (not requiring the carrying of samples)—commission 20 per cent and 20 per cent—Address "Manufacturer," P. O. Box 153, Covington, Ky.

HELP WANTED.—If you want a position as superintendent or foreman of an elevator, grain buyer, traveling solicitor, bookkeeper, machine tender or any other position about a grain elevator or grain firm's office, make your want known to those engaged in the business by advertising here.

ELEVATORS WANTED. We have frequent inquiries from grain dealers who desire to buy and rent elevators. If you wish to sell or lease your elevator list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Grain Dealers' Exchange, 94 Traders' Bldg., Chicago.

SITUATION WANTED AS SUPT. or foreman. Fifteen years practical experience in operating elevators. Am up in every detail, thoroughly experienced in grain. Possess good administrative and executive ability; can distribute labor to best economical advantage. Can also take charge of office work. Last building had 1,250,000 bus. capacity; fifteen years with one company; excellent references. Age 35; married; Scotch. D. W. Mitchell, 6658 Wentworth Av., Chicago.

MISCELLANEOUS.

DRIER, been used only for tests; dries brewers' grain and corn perfectly and economically. Cost \$1,000, sell for \$350 f. o. b. Buffalo. Barton, Box 4, care Grain Dealers Journal, 10 Pacific Av., Chicago.

FOR RENT.

IF YOU do not find what you want advertise for it here.

TO LET.—Space in this department, to elevator owners who wish to let an elevator or grain warehouse.

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month

BY THE

GRAIN DEALERS COMPANY.

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK, Editor.
J. CARVER STRONG, Advertising Representative.

Price, Five Cents a Copy: One Dollar Per Year.
Foreign Subscriptions, \$1.50 per year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., JULY 10, 1899.

The number of cleaning houses being erected this year shows conclusively that it pays to clean and improve grain.

Be friendly with your neighbor dealers. Adopt the fair play motto, "Live and let live," you will make more money.

Shippers who build bulkheads in cars should plainly mark each car and notify consignee. By so doing they will avoid much trouble.

If track buyers would bid for different grades of grain it would encourage shippers to improve their grain before sending it to market.

Don't run your business in accordance with what your competitors do. Do not let a trade abuse ride your business to death simply because they do.

The new State License Board of Illinois has opened an office and started to work. So far the grain commission men have not been called upon for fees.

The large amount of corn which has arrived in foreign markets out of condition during the last season has built up a foreign demand for kiln dried grain.

Some southeastern grain buyers are somewhat uneasy because grain shippers of the Ohio Valley insist upon consignees paying draft upon receipt of bill-of-lading.

The Ohio grain dealers propose to have their business organized in that state. Surely they need it, for the country buyers of that state suffer from more petty abuse than those of any other part of the country.

The Agricultural Department has not yet decided to discontinue the monthly crop reports, notwithstanding the fact that the Minneapolis Journal continues to pronounce them inaccurate and that the Minneapolis Chamber of Commerce has appointed a committee to secure the discontinuance of the report. Instead

of working for a discontinuance the aggressive Minneapolitans should work for an improvement. Reliable crop reports are needed and wanted by the entire trade.

Some devices used for thrashing grain in southwestern Ohio must be very much like feed-mills, judging from the samples of new wheat inspected in that district recently. Some contained 10 per cent cracked grain.

Lack of uniformity in the rules governing the grading of No. 2 red wheat in St. Louis and East St. Louis is causing much discussion in that market. There is no excuse for such a difference and it helps only to cause confusion and trouble.

The Oklahoma Grain Dealers' Association, which had a meeting at Guthrie late last month, is doing much good work in the interest of dealers of that section. Whether or not the experiment of having grain inspected at Guthrie will prove profitable remains to be seen.

The Erie railroad is said to be charging grain exporters a 3 cents per hundred lighterage fee although the grain is dropped from its elevator direct into the holds of ocean steamers. And yet some New Yorkers wonder why the export grain trade is drifting to other ports.

Rate discrimination against some interior points is working a rank injustice to country shippers. Corn from some Illinois points has been paying 5 cents less than some Indiana points which are much nearer the seaboard, and Indiana shippers are rightfully complaining.

Indiana dealers are getting together through local divisions and troubles are disappearing. On the other hand, the dealers of central and southern Ohio seem to be farther apart than ever. Competition is so fierce and unreasonable in some places that grain sacks will be furnished free to all comers for the asking.

Country grain dealers seem to enjoy paying more than their share of the War Revenue. In fact they pay taxes on most every transaction of their business without a murmur, while other country merchants contribute very little, if any revenue. It would seem time that the dealers let their voices be heard in the matter.

The Winter Wheat Millers' League offers a reward of \$100 for information which will lead to the conviction of any person underbilling mill products. Will some grain trade organization now come forward and offer a reward for information which will secure the conviction of a shipper for overbilling, or

shall it be for the conviction of the terminal receiver who underweighs it?

There is so much talk about large grain shippers receiving low rates in advance of their announcement for the benefit of the general public that one cannot help thinking there must be some truth in the report, despite the fact that we have a forbidding Interstate Commerce Law and an investigating Interstate Commerce Commission.

New York has at last awakened to the necessity of doing something to attract export grain and has reduced the charge for inspection one-half as well as secured a cent and a half reduction in the Baltimore differential. The unearned lighterage charge of 3 cents per hundred remains. At the same time Montreal, Chesapeake bay ports and Galveston are improving their facilities for handling export grain. Has New York awakened to the old extortions too late to save its export grain trade?

Country elevator men of some districts are storing grain free for thirty days for all prospective sellers. It may give those who indulge in this gift enterprise a hold on the grain of a few farmers, but in the end the dealers of the district will surely handle no more grain than is raised there. Hence, if they will only have the good sense to get together and agree to stop storing they will have storage room for their own grain. They pay for the storage and there is no reason why they should not use it and get the benefit thereof.

A Minnesota grain buyer who sold stored grain has been convicted of grand larceny and sentenced to the penitentiary for five years. If the dealer had been ready to make good the value of the grain, no doubt he would have escaped punishment. The decision is quite different from that rendered in similar cases in other states, but will cause more uneasiness in Minnesota and elsewhere, as more stored wheat is shipped out by Minnesota country elevators than in any of the winter wheat states.

Uniform grading of grain is gradually gaining new friends and several New York papers have recently published very good arguments in favor of such inspection. The establishment of uniform rules in the different Atlantic ports might help to bring the grades nearer to a uniform basis. But it is doubtful if uniform grading will be maintained in the different Atlantic ports any time in the near future, unless the Government or some disinterested party takes charge of the inspection. The inspectors of the different markets try to carry out the spirit as well as the letter of the inspection rules, which are made to encourage the

grain trade of the respective states wherein they are established. Uniformity is desirable, as has been pointed out by shippers many times in the past.

The carelessness in cooping cars causes many heavy losses to the country grain shippers. Some rail carriers are using old cars that should be in the scrap pile. A Toledo firm in its market letter recently reports 15 cars out of 35 received from one road in one day were leaking when the inspector took charge of them. There is no doubt that poor cooorage is responsible for more shortages than is dishonesty. It pays to coooper cars well even though it is a service which should be given by the railroad company.

Advancing money to farmers on grain has recently brought to light a very amusing incident in Western Indiana. The farmer did not promise to sell his grain to the local merchant from whom he solicited a loan, but he felt that the merchant was in duty bound to help him to secure the money he desired, and requested the grain buyer to pay half of the interest on the prospective loan at the bank. Dealers who are advancing money without interest to farmers will find much in this to ponder over. Advancing as a rule drives farmers to other markets. Don't do it.

The Supreme Court of Minnesota has surprised the trade by holding that private elevator men must take out licenses just as public elevator men. It seems a little bit unreasonable that a private merchant buying and selling grain for his own account should be required to take out a license. If the court had only declared in favor of public weighmen and public inspectors, its decision would have seemed reasonable. But in declaring that a man must take out a license to handle his own grain the court shows a disposition to tax the country elevator man unjustly.

Tennessee farmers have secured a new state law whereby they expect to force grain buyers to use a hogsheaf for testing wheat instead of the convenient two-quart measure. The half-quart tester is large enough. A half-bushel tester could not be handled without the aid of mechanical appliances, so as to determine correctly the weight per bushel of the wheat offered. The law excepts the custom millers, and therein is to be found its weakness. On this point alone the state courts would probably declare the law unconstitutional, should the grain dealers see fit to fight the very unjust law. Indiana has a similar law, but no attention is paid to it. A similar law received no attention in Ohio until a case was brought against a country buyer, then

the trade turned in and helped to defend him, with the result that the law was decided unconstitutional.

A Boston gentleman has used much space in regretting that American wheat was sold to Europe at very low prices during a time when Europe was dependent upon America for 75 per cent of her bread-stuff requirements. If the grain exporters were in control of the price-making machinery surely they would not have permitted wheat to go out any time during the last crop year at the low prices ruling. The scalping element, which seems to be rapidly increasing in the price making market, is interested in snatching small profits, not in maintaining prices at a figure warranted by conditions.

It is unfortunate, though true, that the dealers of many districts pay the same price for all grain of the same kind, whether it is good, bad or in any condition. They haven't enough backbone to discriminate against the poor grain and by paying the same price for all encourage the careless farmer who never attempts to remove dirt from his grain and never acknowledges he has two different qualities. The dealer also discourages the careful, conscientious farmer who buys machines and makes an honest effort to remove all dirt and foreign matter from his grain before bringing it to market.

If the irregular country dealers who jump into the market, now here, and now there, when the receipts are heavy, were not so exasperatingly insolent the regular dealers would be more likely to tolerate such competition. The irregular dealer has no expense for taxes, pays nothing to support the local government, schools or fire department, has no office or elevator to maintain and hence can handle grain on a much smaller margin of profit and still exist. It is rank injustice for any town to tolerate such irregular merchants and a crime to encourage them, as some mismanaged country towns are doing.

The Interstate Commerce Commission is still investigating the matter of railroad rates upon export and domestic grain but has not as yet rendered any decision in the matter. The granting of lower rates for export grain via any port lower than rates on domestic shipments to that port, or to an intermediate point, is surely an infraction on the Interstate Commerce law. Some shippers are avoiding the payment of higher rates for grain to domestic points by billing everything "for export." The export trade surely needs the lowest rate it is possible to obtain, for our grain must compete in foreign markets with grain from many other countries. The lower the charge for transportation,

the greater the quantity of grain we can send abroad, for we generally have more than enough surplus grain to supply the foreign demand. The exporters are, naturally, in favor of a lower export rate, while shippers supplying the interior trade are not worrying much about such discrimination interfering in the least with their business.

Cincinnati grain receivers are much agitated over the general charges made by one signing himself "Justice" in a letter to E. R. Ulrich & Sons, which that firm quoted in the last number of this journal, and rightly so. If the writer of the indefinite charges has an honest desire that justice be done the "unscrupulous" houses, he alone claims to know about, he should make public the names of the "bad men" as well as his own. It would assist the trade in escaping the clutches of the terrible men. If "Justice" believes he tells the truth, he should free the good firms from his charges by giving the names of the guilty ones. By so doing, he will attempt to establish some right to the use of the name he has selected.

The many cars of 1898 corn which have heated during the past season seem to have furnished unscrupulous buyers with an excuse for reporting 1896 and 1897 corn in a heated condition. It is always better to be sure you are right before reporting grain bad and out of condition. One buyer was recently convinced that corn bought was out of condition and so reported it even before it had arrived. The market had fallen. The shipper, being a little suspicious, very indiscreetly took a train for market, upon receipt of advice, and was somewhat surprised in getting to market ahead of his corn. A crop like that of '98 and a sagging market is enough to make some buyers think that even 1890 corn is heating.

A country shipper who makes a practice of selling on track expresses it as his opinion that grain fails to grade only when the market fails. He seems to think that the inspectors are under the influence of track buyers. If there is any ground for such a charge in any market some cases should be followed up and an appeal taken. If enough of the appeals are sustained by the committee then there will be some ground for the charge that the inspectors are influenced. The practice of selling on track has developed a wonderful carelessness on the part of the shippers regarding the quality of grain they put in cars. Where no cleaning is done at country points, the shipper pays freight on dirt, chaff and refuse matter many hundreds of miles, until the grain arrives where the enterprising possessor of a cleaning house can get

hold of it and raise the grade as he likes. When country elevator men properly equip their elevators for improving grains, and use the machinery, the complaints against grading down will be much less.

The weighing facilities in some markets are so very inefficient as to be breeders of trouble rather than means of determining weights. The agitation in favor of good weights has resulted in the marked improvement of the weighing facilities at country points, hence it behooves all central markets to provide the best weighing facilities obtainable. Recently a shipper, who has facilities for weighing a carload at a draft, received a report from Pittsburg that his car was nearly 25 bushels short. He immediately demanded a report of the weights, when, remarkable to state, the report came back on one large sheet and showed that the car of oats had been weighed in 250 different drafts, part in one and the balance in another yard. The raising of the minimum weight of a carload in the Central Traffic Association is bound to intensify the trouble with weights at markets where grain is weighed in bushel baskets. It is absolutely necessary for any market which desires to retain the good will of grain shippers to provide modern facilities for weighing grain. It is ridiculous for any one to place the weights of cars weighed in 250 drafts against weights where carload hopper scale is used.

Shippers who attach cards bearing a statement of contents to the doors of cars will find it necessary to take some precaution against cards being left on car and their endorsements sent to market with another man's grain. A case occurred recently wherein a shipper attached a card to each of the side doors. The consignee removed one of the cards and the grain. The car was immediately taken west, reloaded by another shipper with the same kind, but an inferior quality of grain and sent to the same market as with its former load and to the same consignee, who found the old tag, which he had neglected to remove, on the other door of the car. The grain did not grade and was short in weight. The consignee was much puzzled to understand how his very reliable shipper should err in both weight and grade. By referring to his car register he quickly learned that the same car had been entered but a short time before and then the cause of the trouble was easily understood. It would seem advisable for shippers to place the date of loading on each card attached to a car. It would probably be safer to attach card to a three foot board and push same into grain between the two doors, leaving the card in sight and unan-

chored except to the board, so that it would surely be taken out with the grain.

A regular country elevator man who has long been an ardent supporter of several grain dealers' associations, writes that he does not understand why the receivers do not join with the associations and thereby advertise their regularity. The shipper was unfortunate enough to conduct some deals with an irregular fly-by-night receiver, and as a result, the dealers of his own town are out several thousand dollars. Many regularly established receivers and track buyers are recognizing the advantage of joining with the regular dealers in their associations and are applying for membership. Country shippers have less excuse for dealing with irregular dealers at terminal markets where an exchange is organized than elsewhere, as the members of most exchanges are generally reputable and must fulfill their contracts in order to retain their membership in the exchange. At other grain centers where no exchange is established, of course this will not apply, and it is at such points that the unreliable dealers generally ply their trade. The active work of the different associations has greatly reduced the number of dealers of this class and also reduced the opportunities for them to impose upon country shippers, for the associations bring the shippers in communication with one another so often that they are placed on their guard against any irresponsible dealers.

GOVERNMENT CROP REPORT.

Preliminary reports to the Department of Agriculture indicate an increase in the acreage of corn of 5 per cent over last harvest. Of 21 states having over 1,000,000 acres all but Virginia, Kentucky and Ohio show an increase. The condition is 86.5, against 90.5 last year and a ten year average of 91.1. In Ohio and Missouri the condition is 85, Indiana 90, Illinois 86, Iowa 81, Kansas 92, and Nebraska 93.

The condition of winter wheat has further declined, being 65.6 on June 1, compared with 85.7 a year ago and a 10-year average of 82.4. Spring wheat condition is 91.7, against 91.4 a month ago and a 10-year average of 88.7. In Minnesota 95, Iowa 93, Nebraska 73, South Dakota 102, and North Dakota 94.

The condition of winter rye is 83.3, against 93.8 a year ago, and in New York and Pennsylvania it is 93 and 87 respectively. The condition of spring rye is 89.7, against 96.9 a year ago. The Wisconsin condition is 94.

The oat crop percentage is 90, against 88.7 a month ago and 92.8 last year. The condition of barley is placed at 92, against 91.4 a month ago and 88.3 a year ago. In New York and California the condition is 88, Wisconsin 98, Minnesota 96, Iowa 100, South Dakota 95, and North Dakota 93.

Of the '98 wheat crop 9.5 per cent remains in farmers' hands.

ASKED AND ANSWERED

INDIANA LANDLORD'S LIEN LAW.

What are the provisions of the Indiana landlord's lien law? How long after sale can a landlord maintain suit for rent due against the grain buyer? Can landlord maintain attachment for rent if he cannot identify the grain sold by his tenant? E. W. F.

We are indebted to Callaghan & Co., law book publishers of Chicago, for the following excerpt from Burns' annotated statutes of Indiana, section 7105. (5224.) Lien of landlord on crop.—18. "In all cases where a tenant agrees to pay, as rent, a part of the crop raised on the leased premises, or rent in kind, or a cash rent, the landlord shall have a lien on the crop raised under such contract for the payment of such rent; which lien, if the tenant refuse or neglect to pay or to deliver to the landlord such a rent when due, may be enforced by a sale of such crop, in the same manner as the lien of a chattel mortgage containing a power to sell: Provided, That nothing herein contained shall prohibit the tenant, after notice in writing to the landlord or his agent, from removing from such leased premises his own part of said growing crop, and no more than such part, and from also disposing of the same whenever the rent is to be paid in part of the crop raised; but in other cases, he may remove not more than one-half of the crop growing or matured."

A number of decisions have been rendered by Indiana courts in cases of this character from which we quote the following:

Purchasers of crops from a tenant are bound to take notice of the lien given the landlord by statute. Kennard v. Harvey, 80 Ind. 37.

Prior to the passage of this section, a tenant could sell the crop free of the lien of the landlord when the purchaser had no notice of such lien. Chissom v. Hawkins, 11 Ind. 316; Fowler v. Hawkins, 17 Ind. 211.

The execution by a tenant to the landlord of a mortgage on the crop does not abrogate a lien created by lease in favor of the landlord on such crop. Steele v. Moore, 54 Ind. 52.

When rent is payable in part of the crop in the field, the tenant has the right of possession of the whole until division is made. Frout v. Hardin, 56 Ind. 165; Cunningham v. Baker, 84 Ind. 597; Gordon v. Stockdale, 89 Ind. 240; Railway Co. v. Linard, 94 Ind. 319.

If the landlord is to receive his share of the crop in the field, title vests in him when the crop matures, although undivided. Hart v. State, 29 Ind. 200.

If the tenant is to deliver the share of the crop of the landlord to him, the title of the landlord in his share vests as soon as it is separated from that of the tenant. Scott v. Ramsey, 82 Ind. 330; Cunningham v. Baker, 84 Ind. 597; Railway Co. v. Linard, 94 Ind. 319.

It may be agreed that rent shall be payable out of the crop according to the custom of the neighborhood. Clem v. Martin, 34 Ind. 341.

If the term of tenancy is uncertain the tenant is entitled to crops that he plants, but if he knows when he plants that the tenancy will end before the crop will mature the owner of the land

is entitled to the crops. Heavilon v. Bank, 81 Ind. 349; Razor v. Qualls, 4 Blkf. 286; Dorsett v. Gray, 98 Ind. 273; Hall v. Durham, 117 Ind. 429.

Another decision will be found in "Suits and Decisions" this number.

If any reader can give us other decisions of Indiana courts bearing on this subject they will confer a great favor.

CAN FARMERS RECOVER WHEAT?

Grain Dealers Journal: I would consider it a great favor if someone would refer me to a court decision in a case similar to the following: Tuttle & Tuttle, of Springfield, O., received 550 bushels of wheat from a farmer for storage. The wheat was kept in the elevator, but no storage certificate was issued in this case. However, it was understood that the farmer was to pay a storage of 1 cent per month, and T. & T. agreed to pay the ruling market price for wheat any time the farmer desired to sell. They advanced \$300 on the wheat and later the farmer made an assignment. The lawyer of the assignee offered to pay storage on the wheat if T. & T. would pay the ruling market price for the wheat and present as a common creditor a claim for the \$300 advanced on the wheat. T. & T. refusing to make such an unreasonable settlement, the lawyer of the assignee brought suit to recover the value of the wheat or its possession. Any information about a parallel case may be of considerable value to the Ohio Elevator Man.

David Kirk, Findlay, O.: No case has been before the courts here of that kind. If T. & T. advance the \$300 and hold the wheat as collateral, the same as a bank or others do, the assignee has no case, and the judge will rule it out; but if advanced otherwise the case is entirely changed.

John W. Leverton, Abbott, Ia.: T. & T. are the unreasonable parties, in not accepting the offer of the lawyer or assignee, as they offered to pay storage and accept ruling market price, which was the verbal understanding between the parties.

Charles Schreel, Eldorado, O.: If, when the farmer delivered the 550 bushels of wheat to T. & T. without taking a certificate of storage, and T. & T. gave the farmer credit on their book for the wheat, having advanced the farmer \$300 on his wheat and charged him on the same book with the money as though the T. & T. agreed to pay the ruling price of wheat, the \$300 will offset the account as far as it goes against the account the assignee may present or has presented; and, in my opinion, T. & T. can charge the one cent per month for storage as per agreement, up to the time the money was advanced, and on the balance up to the time the assignee will sell or agree to sell. The assignee can not recover for the full amount of the wheat any more than the farmer could if no assignment had been made by him and he made an effort to recover the full amount without accounting for the \$300. It appears inconsistent, unreasonable and unlawful for the assignee to attempt to collect for the full amount of the wheat and have T. & T. file a creditor's claim for the \$300 advanced on the wheat. The construction I place on the case is that the \$300 advanced the farmer was in part payment for the wheat when the farmer got ready to sell,

and if T. & T. have the grit and backbone to hold out for their rights, they will beyond any doubt win their case against the assignee.

SHERIFF'S LEVY ON GRAIN SOLD.

Grain Dealers Journal: We advanced money to a farmer on his crop of grain. While in the act of delivering it, the sheriff sold him out, also the grain. Our advance was more than the value of the grain delivered. We had bought it all at a fixed price, except as much as he would need for home use. The question is: Can we proceed against the farmer on criminal suit? Our opinion is that he should have reserved our part of the grain. Pennsylvania.

F. C. McCurdy, Adamsville, Pa.: I have been in this boat several times. I think the dealer is at the end of his string, unless the party misrepresented things; then he would be criminally liable. The grain was subject to levy and sale so long as in his possession. This has been my sad experience here in Pennsylvania. However, I hope the dealer will recover his claim, but I am exceedingly doubtful.

C. L. Coble, Justice of the peace and grain dealer, Bellaire, Pa.: In my opinion, farmer could not be prosecuted criminally. He cannot reserve any of his property from the right of his creditors to levy upon it in payment of his debts. Personal property in Pennsylvania is not subject to lien. A creditor acquires no right to it except under an execution. If a dealer has advanced money to a farmer on his grain crop and the creditor issues an execution and levies upon the grain before it has been threshed and set apart to the dealer in an issue awarded in interpleader proceedings, the dealer could not recover. If, however, the grain has been set apart, he can claim property and in an issue to try his right to the grain, the Court should instruct the jury to render a verdict in favor of the dealer. The practice of advancing money on growing crops is unknown in this section of the state, except in tobacco. In some years, that has been bought upon the field, but the buyer advances little or nothing on the crop, depending upon a written contract to deliver, signed by the parties. So far no recovery has been had for failure to deliver where no advance has been made.

The Blue Rapids, Kan., Grain & Live Stock Company writes: From statistical report Marshall county has more acres planted to corn than any other county in Kansas, and the crop is prime, well cultivated and all that could be desired. Nearly all wheat and some oats has been cut. Oats good, and wheat good quality, what there is of it.

Grain cargo shortage history is adorned with the following yarn, spun by a Toledo mariner: Remember the time when the schooner, Madeline Downing took on a cargo of grain at a Detroit elevator. When the cargo was in her she began to leak some, and her captain determined to have the cargo discharged into the same elevator from which it was taken. The captain was surprised to find, when the grain was put back into the elevator, that there was a shortage of 60 bushels, and the elevator people wanted him to pay for the grain.

WHAT SHALL CONSTITUTE A CARLOAD.

[From a paper by A. S. Lewis, Weatherford, Tex., read before the Texas Grain Dealers' Association.]

"What shall constitute a carload of wheat, oats, or corn?" This subject is one that interests the entire association, and all of its patrons and one that is likely to have many interpretations. The dealer who sells short feels that the minimum weight on the roads within the territory from which the grain moves constitutes a carload. The dealer who sells long, and prices decline feels that the marked capacity of the car in which the grain moves constitutes a carload, and the dealers between these two extremes have their own interpretation according to the advance or decline of grain after it is sold. A great many controversies arise from the fact that no fixed standard has been adopted; when no particular weight has been agreed to the latitude of the controversy can be extended, from the minimum weight of the grain tariff to the capacity of the car.

It is very important that the association fix a standard, and settle this question and publish the decision so that hereafter no member of the association, or its patrons will be imposed upon by shippers taking advantage of the market. In my opinion the buying and selling by the bushel should be discontinued. All sales should be by the hundred pounds. The standard bushel of different states varies, while a pound is the same the world over. In buying or selling both parties should agree as to the exact amount of purchase or sale, and thus avoid any chance of a controversy.

I feel satisfied that some standard should be adopted and a happy medium between the minimum and maximum carload should be adopted. The minimum car of corn, according to the Railroad Commission of the State is 24,000 lbs. and the minimum carload on wheat, oats and other grain is designated by the same authority as 20,000 lbs. I think that 30,000 lbs. of wheat, corn or oats, when sales are made by the carload, should constitute a carload, and would suggest that the Association adopt this weight, or some other specified weight. The Association, as you can have no regulation without a penalty, should rule that when the shipper puts in more than 10 per cent above the standard adopted by the Association as a carload, on a sale made basis of a carload, and the buyer protests that the buyer shall have the right to hold the amount above the adopted standard weight of a carload: Subject to the order of the shipper, same to be settled for on the basis of the market at the time shipment was made, provided the buyer can handle the over-plus, but in the event he cannot, he be authorized to store same for the account of the shipper.

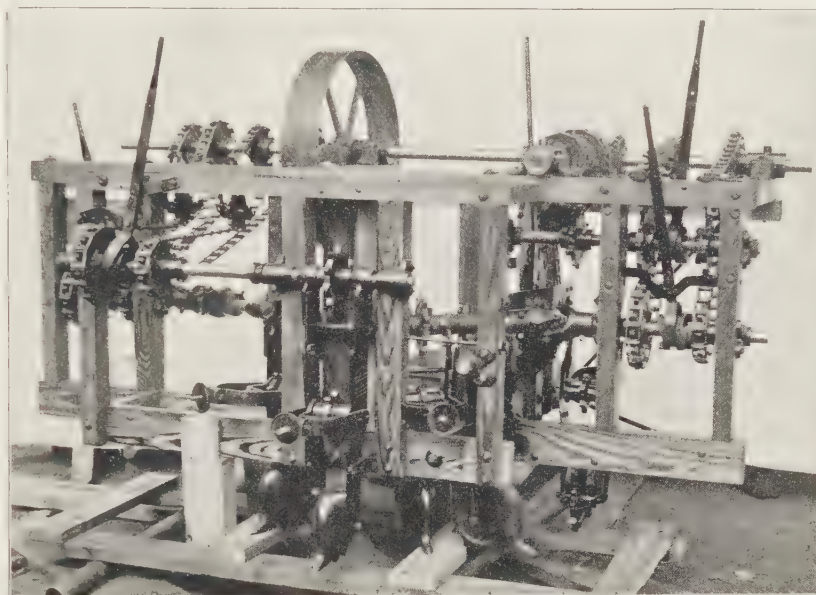
In shipments of less than designated weight of a carload, when the buyer protests: the shipper shall pay to said buyer the difference between the prices at which the grain was purchased, and the market price on the day shipment was made.

Morgan Johnson is putting a Western Sheller in his elevator at Greenville, O.

FIVE GRAIN FEEDERS FOR ONE STAND OF ELEVATORS.

The accompanying cut shows five of the B. S. Constant Co.'s Grain Feeders which have been installed recently in the elevator of the Washington Milling Co.'s plant at Washington, C. H., O. Three of these feeders convey from three dumps, the fourth from the cars and the fifth from the mill, all to one stand of elevators. The fifth feeder is run under ground between the mill and elevator through an 18-inch tile and is 226 feet long. It is so arranged that it will convey the grain either way.

All the machinery of these feeders is driven by one belt. Levers and clutches are provided so that any one or all of the feeders can be run to suit the convenience of the operator, who is able to throw each feeder in and out of gear



Five Constant Grain Feeders.

separately. These five feeders as installed require 736 feet of drag chain.

Ear corn can be handled on any one of the feeders as well as shelled corn or small grain.

These grain feeders reduce the expense of construction as well as of operation, for one stand of elevators is all that is needed. The feeders work automatically and will cut off the feed automatically, thus preventing the choking of the elevator. The feeders can be run at any angle which makes all parts of the house accessible to the one stand of elevators. This grain feeder was manufactured by the B. S. Constant Co., of Bloomington, Ill.

Broomhall cabled June 29 that there is a probability of the standard of Liverpool wheat grades being raised.

Consul Skinner of Marseilles states that the crops of Algeria will be seriously damaged and in some cases destroyed by the clouds of grasshoppers moving in a northerly direction. Near Biskra, 3,200 camels are being employed in the transportation of inflammable material, which is being burned where deposits of eggs are found. The Algerian wheat crop of 1898 was estimated at 24,118,000 bushels.

TENNESSEE LAW AGAINST TESTER.

The farmers' prejudice against all grain testers has reached Tennessee where they induced the state legislature to enact, at its last session, a law forbidding the use of any but half-bushel testers. The half-bushel tester is so large and cumbersome as to discourage the grain buyers in using any tester.

The new law was passed and approved April 22, 1899, and went into effect immediately. It is as follows:

An act making it unlawful to use for the purpose of testing or determining the weight, grade, milling or market value of wheat, any measure other than the standard half-bushel measure furnished this state by the United States, and making it unlawful to use anything other than a straight stick, with the edges square, for leveling the wheat in

said half-bushel measure, and to provide punishment for the violation thereof; Provided, This act shall not apply to custom mills in exchange of wheat for flour.

Section 1. Be it enacted by the General Assembly of the State of Tennessee, That it shall be unlawful for any person, commission merchant, miller, dealer, grain inspector, corporation, company, firm or association, either by himself, itself, officer, agent, or employe, when purchasing wheat from the owner, his agent or employe, to use for the purpose of testing or determining the weight, grade, milling, or market value of wheat, any measure other than the standard half-bushel measure furnished this state by the United States; and the use of any fractional part of said standard half-bushel measure for such purpose will be a violation of this section.

Section 2. It shall be unlawful to use anything other than a straight stick, with the edges square, for leveling the wheat in said half-bushel measure for the purpose of testing the weight, grade milling or market value of wheat.

Sec. 3. Any person violating the provisions of this act shall be guilty of a misdemeanor, and on conviction shall be fined not less than ten dollars nor

more than fifty dollars for each offense.

Sec. 4. Be it further enacted, That this act take effect from and after its passage, the public welfare requiring it.

LETTERS FROM THE TRADE

THE BARLEY CROP.

Grain Dealers Journal: During the last few days we have received several hundred reports on the barley crop from points through the main barley raising sections in Minnesota, Iowa and South Dakota, and a few points in Wisconsin. With but very few exceptions the reports all show an increased acreage over 1898. They report the present condition of the crop as never being better, and with favorable weather until cut it will make this crop the heaviest that has ever been raised. As to the quality, the color and soundness, it will all depend on the weather from the time the cutting commences until the stacking and thrashing is done. Harvesting will be general throughout Iowa by the 15th of July. Very respectfully, D. H. Stuhr Grain Co., Davenport, Iowa.

EXPORT AND DOMESTIC RATES.

Grain Dealers Journal: The interstate commerce commissioners are holding meeting around the country for the avowed purpose of determining whether or not it is right for railroads to charge low rates for hauling grain from the west to the seaboard for foreigners, and high rates for people of this country, but the evident fact is the commissioners are looking for an excuse to let the railroads continue the discrimination. The said railroad commissioners seem to think that all the people of this country can be fooled all the time, but 'twont do. The interstate commerce commission, and the Washington crop reporting bureau, as now managed, are no credit to any government. And the streaks of stink that follow many of their official acts are as enduring as the scar on a human soul. E. W. Burdick, Chicago, Ill.

VICTIMS OF MISSISSIPPI BUYERS; TEXAS ITEMS.

Grain Dealers Journal: Our Hazlehurst claim has not been settled as yet, and we are watching the case with a good deal of interest. We have it in the hands of one of the best attorneys in the state of Mississippi, and we do not think there is any question but what we will come out winner, as we should do.

The practice by which we suffered loss is getting to be quite common with Mississippi buyers. There was reported to the association a few days since another case similar to ours, in which a member at Whitewright figured as victim, and our Howe house, W. R. Fields & Co., are also in trouble of a like nature with one of their Mississippi friends. It seems that the practice is getting to be more common, and the grain dealers of Texas and of other states as well will be forced to take some action to secure the repeal of Mississippi's very unjust law, or cease doing business with parties in that state. We trust you will ventilate the matter fully in the Journal and in this way bring it to the attention of a great many dealers who are unaware of the

existence of such a law in the state named.

Our Howe house, W. R. Fields & Co., will at once commence the erection of a \$5,000 plant at Howe, Tex., intended as storage warehouse principally, but equipped with latest improved machinery for oat clipping, corn shelling, chop making, etc., and provided with dumps and conveyors throughout. Size of building, 50x100 feet. This will make the twenty-third grain house at that one point alone.

Our grain crop has been very much damaged since I wrote you last, but to what extent cannot say definitely yet, as threshing is just commencing again. It will be a good deal worse in some sections than others. As soon as I can give you more definite information as to the extent of the damage, will do so. We are a little more fortunate in this section than in other portions of the state, as the rains here were not nearly so frequent nor heavy, though extending over the country generally and lasting for an entire week. Yours truly, J. P. Harrison, President Texas Grain Dealers' Association, Sherman, Tex.

CINCINNATI WEIGHTS.

Grain Dealers Journal: In the letter from us published in your issue of June 25 regarding a letter signed "Justice," I notice our stenographer made a couple of slight mistakes. First, we stated: "Think the weighing committee should take up the matter and see why it is Cincinnati dealers can buy stuff basis Cincinnati weights." It should have been added, "and then take weights from points outside of the limits of the city of Cincinnati." Also in another place: "When we ship there we ship to one of the best houses in the city—considered so by the trade." Then it should have added beginning another sentence: "In regard to weights, we think the short weights are accounted for," etc.

Messrs. Gale Bros., in their letter printed in your issue of June 25, stated that the country weigher is not always infallible, which we grant, and as an instance giving the numbers and weights of eight cars which overran in the aggregate 42,798 pounds. These were not our cars and evidently not weighed at all at point of shipment. We do not claim country weights are infallible. The grain at Loami was weighed in 60,000-pound hopper scales and we have no reason to think grain did not go into the cars.

I would suggest that as Cincinnati is so much agitated about the weight question it would be a good idea to write to each of the firms in central Illinois who have been shipping grain to that market the past twelve months and ask each firm how the out-turn of their grain in Cincinnati compared with the amount of grain they put in the cars. If the weighing system of Cincinnati is perfection, as is claimed by the Cincinnati people, why is it that the members there, at least part of them, are agitating the question of putting in Jumbo scales?

I would like to ask Messrs. Gale Bros. and Messrs. Maguire & Co. if the complaint our firm has made on weights is the only one they have had in the past year, and in justice to their market state whether or not the grain sold by country shippers on Cincinnati weights is weighed under the supervision of the Chamber of Commerce or the state

weighman, if they have such; or is grain turned over to the different industries to weigh for themselves.

We would like to ask Messrs. Gale Bros. at what points and by whom our cars were weighed on which we made the complaint. Often there are times when Cincinnati is in line for us on our grain, and if the shortage trouble can be located, we think it would be a good thing for both country dealer and Cincinnati buyers. Yours very truly, E. R. Ulrich & Sons, Springfield, Ill.

CINCINNATI WEIGHTS.

Grain Dealers Journal: My attention has been called to statements appearing in your recent issues relating to returns of grain weights at Cincinnati, which statements, thus presented, are calculated to do an injury to reputable houses in the grain trade.

If E. R. Ulrich & Son, of Springfield, Ill., had any reason for belief that the reports of weights of grain returned to them from Cincinnati were incorrect, it would have been proper for them to call for official investigation. They have reason, from past experience, to know that the Chamber of Commerce of this city is as ready to act for the protection of a shipper to this market as for the interest of a member of the Association, and that the officials are always ready to take action concerning evidence of irregularities or dishonorable practices and in holding members accountable if found guilty.

The course pursued by Ulrich & Son is especially surprising under the fact that the particular instances stated relate to grain shipped by them, as they say, to "one of the best houses in the city—considered so by the trade in regard to weights." And also saying, in a letter to parties here, "We have no desire in the world to hurt your market. In fact, we always have been led to understand that Cincinnati was a very just market in respect to weights." Also alluding to the house here receiving their grain as "certainly not responsible for the shortages in weight." Instead of using your paper to ask: "Can any one inform us through the columns of The Journal, why Cincinnati weights are running so much short on corn?" would it not have been more creditable to have taken another course, if there were only honorable motives underlying the desire for such information? And then to follow this with the presentation of expressions alleged to have emanated from Cincinnati, anonymously signed, with statements which no one but a moral coward would have thus offered. Can any business man lay claim to consideration as honorable in actions, who is responsible for such proceeding?

The Cincinnati grain trade is prosecuted under Chamber of Commerce rules, which give every possible protection to the interests of the shipper. It does not follow, that because there is disparity between shippers' weights and those of receivers, that error or fraud has occurred at the receiving point. This is well shown by the full and manly explanation made by the Cincinnati house which received the Ulrich grain furnished the occasion for the comments offered.

It is easy to occasion injury to a market and to its honorable merchants, by dissemination of unwarranted or heedless declarations or insinuations. It is not easy to repair the injury thus liable

to result. Shippers who have occasion to do business with members of the Cincinnati Chamber of Commerce have it within their power at all times to bring to an accounting any transactions seeming to have evidence of error or bad treatment. Truly yours, C. B. Murray, Superintendent Chamber of Commerce, Cincinnati.

MEETING OF WESTERN OHIO DEALERS.

As announced in the last number of this journal, the members of the Western Ohio & Eastern Indiana Grain Dealers' Association assembled in Dayton on the morning of June 29, arriving with their wives and children on the early trains.

A large number boarded car 430 of the People's Railway Company about 10 o'clock a. m. and started for the beautiful grounds of the Soldiers' Home, on the hilltops west of the city. The street car being filled, four of those attending the convention stood on the running board of the car. The car was run on to the bridge across the Miami river almost at full speed and without giving those on the step warning. The car ran so close to the bridge frame that three of the dealers were slightly injured and a camera smashed. There was no conductor on the car and the motorman had a bad case of the shakes. After a short delay the dealers again started for the Home and arrived without farther mishap.

An informal reception was held in the hotel lobby and some walked about the grounds to inspect the many magnificent buildings erected by Uncle Sam for the veterans.

After a dinner served in the commodious dining hall of the hotel, all made way to the meeting hall.

The meeting was called to order by President Ed. McCue, of Pittsburg, who asked George S. Schaeffer, of Dayton, to address the meeting. Mr. Schaeffer, as a citizen of Dayton, welcomed the dealers and called for the secretary of the Grain Dealers' National Association, who dwelt at length upon the work of that and other associations, the trade abuses existing in Ohio and the advantages of local associations.

E. A. Grubbs, of Greenville, read a couple of letters from the officers of associations of the state and commended the good work being done in western Ohio.

Wm. Rodgers, of Baltimore, was called for, but begged off, stating that he was merely a visitor and had no advice to give. I am glad to be here with you.

Morgan Johnson, Greenville: I have been a member of this association for several years and have been greatly benefited. It has brought about a better feeling, established harmony, and overcome friction. It saves the farmer much time, he does not have to run about the country to get prices. He knows the buyers are not fighting one another.

J. W. Bishop, Winchester, Ind.: I am a stranger, not a member of this association nor a citizen of Ohio. We need an association in our district and I would like to see someone take up the work and help us out. We have many troubles which could be relieved.

P. E. Goodrich, Winchester, Ind.: I am new to the grain business and have been an honorary member but a few days. Still, I am convinced from what I learn from the members that this as-

sociation has been of much benefit. It would be to our profit if we could get the dealers of our district together.

M. Pierce, Union City, Ind.: I have been eighteen years in the business; the last three years have been the most pleasant of my life. We have had no fighting, no friction, and have handled just as much grain at a fair profit.

Ed. Ammon, Gordon, O.: I spent \$1.35 of my coin for dinner. I have been in the grain business several years, but the last three years have been the pleasantest of my life, and fairly profitable.

C. T. Pierce, Lewisburg, O.: I would like to get rid of this sack business. I find it becoming burdensome. The farmers do not feel under obligations to the lender and never hesitate to sell grain to other dealers and give them the bags.

W. J. Ross, Ansonia, O.: I have been in the grain business fifteen years. The last years have been pleasant. We furnish all the sacks for our neighbors. I am glad new members are coming in.

D. E. Stone, Hill Grove, O.: We are glad our competitors are lending bags. We do not and do not have calls for bags.

CONVENTION NOTES.

A vote of thanks was tendered Mr. Anderson for the use of the hall.

The members seem to be well satisfied with the work of the association.

William Rodgers, representing Thomas Leishear & Co., of Baltimore, was present.

After the meeting all hastened to town to see the street fair and the flower parade.

The Times, of Arcanum, was represented by J. D. Miller, the Grain Dealers Journal by Charles S. Clark.

Although the attendance was good, it would have been better had not the early morning storms scared those intending to come.

A. S. Garman, representing the Huntley Manufacturing Company, interviewed the dealers in the interest of Monitor Cleaners and Clippers.

At the close of the meeting six declared in favor of affiliating with the Grain Dealers' National Association, and the support of the entire association was promised.

The grain dealers who lend bags were somewhat chagrined by the expressed appreciation of their supplying bags to farmers by neighboring competitors who refuse to supply bags to farmers.

Among the ladies present were: Misses Anna and Emma Alton, Mrs. W. L. Alton, Mrs. J. W. Alton, Mrs. Ammon, Mrs. Anderson, Mrs. Dull, Mrs. Funston, Mrs. Grubbs, Mrs. Johnson, Mrs. Kipp, Miss McCool, Mrs. McCool, Mrs. McCue, Mrs. Pierce, Mrs. Smith, Mrs. H. A. Teegarden, Mrs. J. P. Teegarden.

Among the dealers present were: J. E. Alton, J. W. Alton and W. L. Alton, Swanders; Ed Ammon, Gordon; A. D. Behymer, Osgood; J. W. Bishop, Winchester; J. H. Conger, Eaton; A. P. Dull, Rockford; C. R. Funston, Waynesville; P. E. Goodrich, Winchester; E. A. Grubbs, Greenville; D. Henne, Greenville; Morgan Johnson, Greenville; O. F. Kimmel, New Weston; Conrad Kipp, Greenville; A. J. Klinger, Greenville; Harry McCool, Jaysville; Ed. McCue, Pittsburg; J. McFarland, Castine; C. E. Morlatt, Camden; W. C. Mote, Noggle; S. K. Neer, Greenville; Chas. T. Pierce, Lewisburg; W. J. Ross, Ansonia; J. Rowe, West Baltimore; O. T. Roszell, New Carlisle; J. H. Royer, Greenville;

Geo. S. Schaeffer, Dayton; D. E. Stone, Hill Grove; C. E. Switzer, Columbus; J. W. Simmons, Botkins; Rhinehart Smith, Sidney; H. A. Teegarden, Woodington; J. P. Teegarden; P. D. Werts, West Baltimore.

ELEVATOR OF A. WEDGWOOD & CO., STORM LAKE, IA.

On the north shore of Storm Lake, one of the many picturesque small lakes in northern Iowa, lies the town of that name, having a population of 2,000 and over. Situated as it is near the center of Buena Vista county, Storm Lake forms the principal shipping station on the Illinois Central railroad for a considerable territory to the north and south. The grain handled gives employment to three elevators.

One of these is that of A. Wedgwood & Co., illustrated in the engraving given herewith. To care for their large business the firm, which is composed of Albert and W. W. Wedgwood, has provided the plant with all the facilities for the expeditious and economical handling of grain, flax and grass seeds. Recently a 10-h. p. Fairbanks-Morse



Elevator of A. Wedgwood & Co., Storm Lake, Ia.

gasoline engine was installed to drive the machinery, which includes one long elevator, a short elevator, a drag conveyor, suction fan for dusting grain as received, one Dickey Fanning Mill and one large flax seed cleaner. The weighing equipment consists of one dormant floor scale, one 60-bushel hopper scale for loading out, with elevator for loading from scale.

The grain is taken from the dump by the short elevator and delivered past suction fan to long elevator, or over mill to long elevator, and from there distributed to bins or direct loading spout to car. The bins give a storage capacity for 20,000 bushels, in the main building and annex. From the elevator head the grain runs to the annex by gravity, returning by drag conveyor to dump.

The main building is 24-30 feet, 28 feet high, with eight bins 16 feet deep, all cribbed. The annex is 24x36x12 feet high, and contains four bins and the office, which occupies two rooms in ten feet of one end and looks out on four streets. From the office one has only to step across the street to reach the railway depot.

The Howe Grain & Mercantile Co., Howe, Tex.: We wish to thank you for an article in your issue of April 10, page 164, top of third column, in which you call attention to the fact, that dealers have been paying too much postage on samples of grain. We have been doing the same for several years, and that article alone will save us the cost of The Journal several times each year.

MEETING OF WESTERN INDIANA DEALERS.

The Western Indiana Division of the Grain Dealers National Association was called to order in the parlors of Hotel Lahr, Lafayette, Ind., at 2 o'clock Tuesday, June 27, by President W. T. McCray, of the Grain Dealers National Association, who informed the members that Chairman Caldwell was fishing in Wisconsin, hence it would be necessary for the members to select a chairman for the meeting.

It was suggested that W. W. Alder, the local chairman for Tippecanoe county, be selected as chairman. No other names being suggested, Mr. Alder was called to the chair.

Mr. Alder: In the absence of the chairman we will not carry out the program, at least so far as his address is concerned. However I have something to say. I am a young man although I have been in the grain business 28 years and had some experience with grain dealers. I think they are a better class of merchants than you will find connected with any other line of business. With few exceptions they will grade No. 1 white. One great trouble with dealers who come in competition with one another, is they permit the farmers to prejudice them against their competitors and to incite overbidding. One trouble with the average county buyer is he does not discriminate between bad grain and good grain, but pays the same price for all. Of course he can not get the same price for all and his possible profits are swept away by such needless indifference to quality. I wish to thank you for the honor conferred in selecting me to serve as temporary chairman.

Secretary E. H. Wolcott, of Wolcott, read the minutes of the preceding meeting which, were upon motion approved.

Secretary Wolcott, of the committee on constitution and by-laws, read the constitution and by-laws drafted by it. Each section was read and adopted and then the constitution was adopted as a whole. It is as follows:

CONSTITUTION AND BY-LAWS OF THE WESTERN INDIANA DIVISION OF THE GRAIN DEALERS' NATIONAL ASSOCIATION, ADOPTED JUNE 27, 1899.

PREAMBLE.

We, the undersigned, being regularly engaged in the buying and selling of grain, and recognizing the necessity of an association of grain dealers in Western Indiana, do hereby associate ourselves in an organization, the object of which shall be the advancement and protection of the common interests of those regularly engaged in the grain business, the formulating of rules for the transaction of business and the promotion of friendly relations among legitimate grain men of the country; for the furtherance of that purpose we hereby create and establish this Constitution.

ARTICLE I.—NAME.

Section 1. The name of this organization shall be the Western Indiana Division of the Grain Dealers' National Association.

ARTICLE II.—MEMBERSHIP.

Section 1. Any person, firm or corporation operating a grain elevator, and, engaging in the buying and selling of grain continuously, may become a member of this association; also any person, firm or corporation who has engaged in the buying and selling of grain continuously at one station for a period of two years, yet has no elevator, may, upon the recommendation of two members, firms or corporations operating grain elevators at the same or nearby stations, be admitted to membership.

Sec. 2. Regular grain receivers and track buyers who do not sell grain, nor buy grain from grain scalpers, irregular grain dealers, transient grain buyers, may be admitted to regular membership on the

payment of the regular fees; and shall be rated the same as the owner of one elevator.

Sec. 3. Others may be admitted to honorary membership, if favored by three-fourths of the Board of Managers, and upon payment of the initiation fee. Honorary members shall pay dues to the amount of \$5 per annum and not be subject to assessment.

Sec. 4. No person, firm or corporation shall be admitted to membership in this association, unless he or it shall receive a three-fourths vote of the whole Board of Managers.

Sec. 5. Any person, firm or corporation by virtue of being elected to membership in this Association, will be an attached member of the Grain Dealers' National Association, and will be entitled to all the rights and privileges of regular members of that Association.

ARTICLE III.—OFFICERS.

Section 1. The officers of this Association shall be a Chairman, a Secretary and Treasurer, and a Board of Managers composed of the Chairman, Secretary and Treasurer and one member from each county, who shall be ex-officio Local Chairman in his county.

Sec. 2. The election of officers shall be held at each annual meeting, and they shall hold office for the term of one year, or until their successors have been duly elected and have qualified. The Chairman and Secretary and Treasurer shall be elected by all the members. Each member of the Board of Managers, who shall be ex-officio Local Manager in his own county, shall be elected by the members doing business in the county he represents. No member shall represent more than one county on the Board at the same time.

Sec. 3. In case the office of Chairman, or Secretary and Treasurer, becomes vacant, a successor to the office shall be selected by the Board of Managers until the next annual meeting.

Sec. 4. When a vacancy occurs in the Board of Managers, a new representative shall be selected by the members doing business in the county, whose representation on the Board has been vacated.

ARTICLE IV.—DUTIES OF OFFICERS.

Section 1. It shall be the duty of the Chairman to preside at all meetings of the Association, and of the Board of Managers, and have a general supervision of the work of the Association.

Sec. 2. In the absence of the Chairman the members shall choose some member in good standing to act as such during the meeting.

Sec. 3. It shall be the duty of the Secretary and Treasurer to record and preserve the minutes of all meetings of the Association and of the Board of Managers. He shall conduct all correspondence and issue all notices of meetings. He shall make a full report of the work of the Association at each annual meeting, and perform any other duties required of him by the Board of Managers. He shall collect all membership fees and dues due the Association. He shall report the condition of the finances at each annual meeting of the Association.

Sec. 4. It shall be the duty of the Board of Managers to look after the interests of the Association between meetings; follow the general policy outlined by the members at the annual meetings, transact the necessary business of the Association, investigate all complaints that may come before it, work for their adjustment, and audit the books of the Secretary and Treasurer once a year.

Sec. 5. A majority vote of the whole number of the Board of Managers present at a meeting, or of a vote by mail to the Secretary, shall be valid action of the Board.

Sec. 6. Each member of the Board of Managers shall be ex-officio Local Chairman in his county. He shall have power to call meetings of the members of the Association in that county, and may join with the Chairman of an adjoining county in a call for a joint meeting of members of such counties. It shall be his duty to call meetings of the members in county at least once every six months, and he may call meetings at more frequent intervals, if necessary, or if desired by the members, for the purpose of bringing the local dealers closer in touch with one another and for learning the troubles that exist in his county. He shall use his influence to bring about the settlement of all local troubles, and shall have power to appoint committees to assist him in this local work.

ARTICLE V.—AMENDMENTS.

Section 1. This Constitution may be altered or amended by a two-thirds vote of the members present at any meeting of the Association.

BY-LAWS.

ARTICLE I.—MEETINGS.

Section 1. The annual meeting of this Association shall be held at a time and place decided upon by the Board of Managers.

Sec. 2. A quorum shall consist of a majority of the members in good standing.

Sec. 3. The Board of Managers shall meet quarterly in Lafayette, and at such other times and places as they may decide upon. The Chairman may call special meetings whenever he deems it necessary.

ARTICLE II.—FEES AND DUES.

Section 1. Each application for membership shall be accompanied by a membership fee of \$5, and shall be made to the Secretary and Treasurer, who shall submit same to the Board of Managers, or to each member of the Board by mail. Applicants receiving three-fourths of the votes of the Board of Managers shall be admitted to membership. If the applicant is not elected to membership, his fee shall be returned to him. Two dollars of the amount received as membership fee shall be paid to the Treasurer of the Grain Dealers' National Association and thereby secure admission of said member to that Association as an attached member.

Sec. 2. The annual dues for membership shall be \$5 per year, payable in advance. Members who list more than one house shall pay in addition to the annual dues, an annual fee for each house in excess of one, and not exceeding ten, \$1 each; for each house in excess of ten, and not over twenty, 75 cents each. Two dollars of the dues received from each member shall be paid to the Treasurer of the Grain Dealers' National Association as annual dues of said attached member in that Association.

Sec. 3. Members in arrears may be suspended from membership, and shall not be considered in good standing unless dues have been paid. No member in arrears shall be entitled to vote at any meeting of this Association.

ARTICLE III.—COMPLAINTS.

Section 1. All complaints or grievances shall be made to the Local Chairman of the county, or direct to the Secretary of this Association.

Sec. 2. All complaints and grievances that are not speedily remedied by the county organizations shall be referred by the Secretary to the Chairman of the Association, who may, if necessary, appoint a special committee to make a thorough investigation of each case.

Sec. 3. Appeals from action of the Chairman or committees may be made to the Board of Managers.

ARTICLE IV.—DUTIES OF MEMBERS.

Section 1. It shall be the duty of each member of this Association to aid in protecting the interests of the members of this Association and to assist in advancing the common interests of all, in every way possible.

ARTICLE V.—AMENDMENTS.

Section 1. These By-Laws may be altered or amended by a majority of the Board of Managers, or by the majority of the members present at any meeting.

B. F. Crabbs, Crawfordsville: Mr. Reynolds was called out of the state today so will not be able to address you on "Advancing Money." We are not in favor of advancing.

J. Ross, Brookston: Like my friend Mr. Crabbs, I am opposed to advancing money to farmers. It is an injury to the banker, an injury to the grain dealer, an injury to the farmer. I have carried farmers on my books for six to eight months and had them haul the grain to distant towns and sell there. I have had farmers reproach me for having advanced to them.

Mr. Alder: The advancing of money should be left to the banks, who make a business of lending money. Lending money has no place in the grain business.

E. H. Wolcott: I believe the lending of small sums to farmers judiciously is not a bad thing. But it is difficult to confine loans to any stipulated sums. The dealer would no doubt be better off if all lending was stopped.

C. Rider, Kentland: It is the established custom in our part of the coun-

try to store large quantities of grain free for the farmer. The dealers of our district had a meeting and agreed to limit free storage to 30 days but the agreement was not maintained. Each dealer made exceptions, until now the exceptions are the rule. Storing free is giving us a great deal of trouble. We have been doing it many years and sacrificing profits thereby. It is a deep rut. I would like to get out of it. Advancing money together with free storage works great injury to the business. I would like to hear from others from our district.

E. H. Wolcott, Wolcott: We have been drawing the lines tighter on the storage trouble and trying to stop it. It seems to me that if we can insist upon a settlement once a year, we can do it once a month. It is a matter of education with the farmers and it will take some time for us to accomplish it. The harder we work, the sooner we will accomplish it.

T. J. Ryan, Flora: We store grain free for the farmer long enough for them to dump it. We will not store grain for them. It is not necessary. Our elevator was built for our own use and we propose to have its storage room.

John Ross, Brookston: We have no trouble with the storage problem. We simply refuse to store.

W. T. McCray, Kentland: Our city is not beautiful by reason of the fact that we store grain. Our district is afflicted with storing and we must meet our competitors as our predecessors did. The only thing to do is to abolish storage altogether; the 30 day limit will not remedy the trouble. The local chairman of our county will no doubt call the members together soon and secure some action in the matter.

D. G. Stewart, Pittsburg: I have an elevator in Pittsburg, but we do not store free. The revelations made here to-day are astounding. You gentlemen invest your money in elevators and I do not understand how on earth you can exist in the grain business and give your storage room free to the farmers.

W. R. Breckenridge, Kankakee: I think the free storage trouble is a heritage from the business methods of the old canal boatman. It is the sentiment of the dealers to discontinue storage as fast as possible. Often we take mercy on the farmer and go down in our pocket to help them out.

E. H. Wolcott, Wolcott: Does any one know of a farmer ever having gained anything by storing?

A. E. Hartley, Goodland: I have taken pains to investigate this subject recently and find that no farmer has gained anything by storing, in fact they generally take a lower price for the grain in the end.

H. C. Clark, Colfax: We have stopped lending bags to farmers and it is time free storage was abolished.

B. F. Crabbs, Crawfordville: We charge one cent a month storage where the farmers insist upon storing and by degrees have discouraged storing. We have a little wheat in store, but storing is almost at end.

T. A. Morrison, Kokomo: I am not bothered by local competition. Mr. Fritch is the man I would like to have discuss this subject. They have more trouble at Frankfort, than any other point I know of. They were paying 72 cents for wheat and 35 cents for corn there this morning. At most of our

stations we have no trouble. We aim to get fair profits and live in peace with our competitors.

H. C. Clark: We had a hot fight at Clark's Hill, but it is settled now. The fighter has sold out and peace reigns. When a farmer from a neighboring town comes to me for prices I refuse to bid and refer him to the buyer of his own territory.

John Barnard, Fowler: Where you have no inspector it is a difficult matter to fix the proper discount. I would like to hear from others on the subject of discount for inferior grain.

T. J. Ryan, Flora: We rigidly discriminate against inferior grain and maintain scale discounts for wheat that tests less than the standard. The dealers of our district live harmoniously together and will not pay top prices for inferior grain.

J. F. McCormick, Ambia: Sometimes I will not accept grain which is unfit to ship. Careful farmers, who go to the expense of good cribs are entitled to pay for their trouble. Unless we discriminate against poor grain we will get more of it than we do now. The closer we discriminate against poor grain the sooner will the farmers take pains to bring us good grain.

E. H. Wolcott: It is easy to start to discriminate against bad corn, but when you buy a farmer's crop and the tail end is bad, you will hesitate before refusing to accept it.

John Ross, Brookston: When a farmer tells you a neighboring competitor will pay more for his grain, don't believe him. Give what you think is right, no more. Several years ago a farmer drove up with a load of corn. He kicked on my price and said Lafayette was paying more. When I told him I took 70 pounds for a bushel he gave out an oath and assured me that he would never let me have 70 pounds. After kicking awhile he said he would let me have the load, but would never let me have another. I told him I was always suspicious of chronic kickers, I found some of them dishonest and I proposed to inspect his load. He drove on to the dump and drew the gate. The bottom of his wagon-box was covered with snow and ice. He reloaded his grain and took it away. I would not have it at any price.

A. B. Cohee, Bringham: Last year we found that the wheat fields of our district contained much rye. The dealers got together and published a notice in the local papers, calling attention to the rye in the fields and requesting the farmers to cut it out, as we could not afford to pay wheat prices for rye and wheat mixed. The result was that the farmers cut it out and we had little trouble. A little firmness and advertising will educate them to give more attention to the condition of the grain they bring to market.

Mr. Alder: I hope that when you adjourn you adjourn to meet here and spend an entire day and night. Give Lafayette a chance to entertain the dealers with a banquet. Let us meet long enough to get well acquainted. These short sessions are good, but an all day meeting would be better.

The Secretary of the Grain Dealers National Association addressed the meeting on the plan of organizing Indiana dealers and plead with the members to help get their neighbors into the organization and to work earnestly un-

til each county branch included every regular dealer in the county.

A. B. Cohee, Bringham, moved that the local chairman be instructed to call a meeting of the dealers of each county between July 5 and 10. Motion was carried.

The Association adjourned to meet in Lafayette day and night, Tuesday, Oct. 3, 1899.

CONVENTION NOTES.

About 75 were present.

A good meeting.—McCray.

A convenient meeting place.

Why didn't Sam Born attend?

The membership list continues to grow.

Many attended who were not at first meeting.

Pittsburg was represented by D. G. Stewart and R. S. McCague.

The Grain Dealers Journal was represented by Charles S. Clark.

Kind friends put Sawers to bed at 10 o'clock a. m.—with a headache.

The dealers are understanding each other better every time we meet.—Walcott.

The camera was smashed by the People's Railway Company, of Dayton, and the pictures spoiled.

C. Rider, of Kirkland, drove across the country to examine the crops and brought Mrs. Rider with him.

Southworth & Co., Toledo, were represented by their traveling representative W. B. Boyd, who resides in Lafayette.

The following dealers from Illinois points were present: W. R. Breckenridge, Kankakee, and L. T. Hutchins, Sheldon.

A picture of the farmer who asked the grain dealer to pay one-half of his interest on money to be advanced by the local bank should be hung in every grain office of the district.

The only Chicago receiving house represented was the Calumet Grain and Elevator Co., which was represented by Arthur R. Sawers, manager of its receiving depot and by W. H. Hutchins.

What is the name of the Western Indiana dealer who is taking in wheat, guaranteeing 70 cents a bushel on it and advancing 50 cents a bushel on it? Where does he live? Is he in business for fun or just to get ahead of his competitors?

Among those present were: A. E. Alder, Rensselaer; W. W. Alder, Lafayette; Robt. Alexander, Buck Creek; B. L. Archibald, Morocco; W. C. Babcock, Rensselaer; J. F. Barnard, Fowler; Robert Bell, East Fowler; J. F. Bending, Battle Ground; A. E. Betts, Forest; H. C. Clark, Colfax; C. W. Coen, Rensselaer; A. B. Cohee, Bringham; A. Colvert, Attica; B. F. Crabbs, Crawfordville; J. M. DeBolt, Wolcott; T. H. Dixon, Ambia; Wm. Donlin, Delphi; E. V. Gougar, Otterbein; J. A. Gougar, Shadeland; A. E. Hartley, Goodland; A. G. Jakway, Goodland; I. R. Kennard, Moran; H. Kerlin, Delphi; Cloyd Loughrey, Monticello; Fred. V. Martin, Attica; W. D. Martin, Morocco; J. F. McCormick, Ambia; W. T. McCray, Kentland; E. H. McDaniel, Cayuga; S. A. Miller, Mulberry; H. H. Mountman, Delphi; T. A. Morrison, Kokomo; J. E. Morrison, Lebanon; Wm. Myers, Francisville; J. A. Neal, Peru; B. Pricé, Crawfordville; H. C. Randolph, Silverwood; J. E. Rich, Brook; W. E. Rich, Oxford; H. Rommel, Atkinson; John Ross, Brookston; A. S. Russell, Montezuma; Matt Schnaible, Lafayette; J. C.

Sellars, Darlington; R. S. Stall, Throntown; Bennett Taylor, Kirkpatrick; Sylvester Taylor, Montmorenci; D. Unger, Russiaville; T. J. Ryan, Flora; S. Van Steenburg, Talbot; J. A. Washburn, Remington; E. H. Wolcott, Wolcott.

MEETING OF SOUTHEASTERN IOWA DEALERS.

The regular quarterly meeting of the Grain Dealers' Association of Southeastern Iowa was held at Burlington, Ia., June 17.

The meeting was called to order by President Carden and the minutes of the meeting of April 17, which was held at Peoria, Ill., were read by Secretary McClurkin and approved. The roll call showed forty-two members present.

At the request of the president the secretary read the constitution and by-laws as adopted at the last meeting.

J. A. Baxter and G. H. Carter reported as to the work of their committee. The report was accepted and the committee continued.

Mr. Crooks spoke of the difficulties that confronted him in uniting with the association.

J. A. Baxter suggested that the association receive dealers on the Rock Island and waive terms as to prices.

Mr. Montgomery, Washington, Ia., made a few remarks as to the benefits to be derived in uniting with the association.

D. K. Unsicker, Wright, gave a few suggestions as to the best methods for increasing the membership of the association.

Mr. Smith, Keota, Mr. Graves, Lone Tree, and Mr. Doran made some timely remarks as to what should be done to induce dealers to join, and to point out to them the benefits to be derived by joining.

Vice-President Baxter made a few suggestions as to plans for the organization, which were followed by a general discussion of the members as to the most practical plans for extending the scope and influence of the association. Letters of regret were then read by the secretary from G. A. Stibbens, D. Hunter, Charles S. Clark and others for their inability to be present.

On the motion of J. A. Baxter a recess of fifteen minutes was taken.

The meeting was again called to order and a list of the new members joining the association since the last meeting read.

It was moved and seconded that the difficulty at Hedrick be referred to the governing committee for action.

Mr. Davison and E. L. McClurkin were appointed by the chair to make further efforts regarding the extension of the membership of the association into the territory of the Rock Island and Burlington railways.

Rorbach, of the Burlington, stated very clearly and to the point the position of his road in their treatment of scoop shovel men, which was heartily applauded by the members present.

It was moved and carried that the members of the association buy new corn at three prices and have seller stand the grade.

On a motion the meeting then adjourned.

All the grain exchanges were closed from Saturday, July 1, to Wednesday morning, July 5.

GRAIN CARRIERS.

The rate on wheat from Duluth to Buffalo was advanced June 26 to 2½ cents.

A forward hold for grain is being put into Ann Arbor car ferry No. 1, at Manitowoc.

The Great Lakes Towing Co. has been formed with large capital to buy all the tug boats on the lakes and monopolize the towing business.

The Canadian government is asked to guarantee the interest on \$1,500,000, a portion of the \$3,000,000 to be expended in constructing a fleet of steel steamers for the lake trade.

The Interstate Commerce Commission will hold a meeting in Washington about July 10 to take oral testimony on the question of export and domestic grain and flour rates. The evidence already taken at Chicago and St. Louis covers 400 type-written pages.

The Transportation Committee of the Cincinnati Chamber of Commerce has been given a handsome testimonial in

the grain trade on the lakes. The new schedule effective early in the season put a number of boats in the third class, and to compete with first class ships the owners were required to pay the extra insurance, amounting to from \$80 to \$140 per trip on a grain cargo.

Underwriters and shippers at New York have agreed upon the following rates for additional insurance covering damage or loss resulting from faults or errors in navigation or in the management of said vessel, for which the vessel, her owner or owners, agent or charterers is, or are, relieved of responsibility under section 3 of the Act of Congress of the United States, approved February 13, 1893. On approved liners 3 cents additional on each \$100 premium; on other than approved liners 6 cents additional on each \$100 premium; on full cargoes 12 cents on each \$100 premium.

TEXAS CROP REPORT.

E. H. Crenshaw, of Fort Worth, secretary of the Texas Grain Dealers' Association, writes us under date of July



Steam Engine for Small Elevators.—Fig. 2, Governor in Band Fly Wheel.

appreciation of its efforts, signed by eighteen of the principal grain shippers. The committee is composed of B. W. Campbell, J. Parker Gale, R. P. Buchanan, Joseph D. Morten and C. G. Kingsbury.

Grain rates from Chicago to Atlantic ports have been cut. The reduction was first made by the Grand Trunk, which put in a rate of 11 cents on corn all rail from Chicago to New York, against a former rate of 17 cents. Oats are taken at 13 cents, against 17 cents. The reduced rates apply to domestic as well as export grain.

The opening of the Soulanges canal in August will have a far-reaching effect on the commerce of the great lakes. It will give a depth of 14 feet to tide-water at Montreal, and reduce the cost of shipping grain to Liverpool 3 cents a bushel. It is predicted that much of the grain trade of New York will be diverted to Montreal, as it will be scarcely possible for the Erie canal to compete with the new route.

Underwriters have raised the insurance rating of forty vessels and are considering other changes that will enable many owners to place their boats in

8: I hand you herewith an estimate of the grain crops compiled by the Dallas News, which I regard as reliable, barring the damage and loss from the recent floods in the central and southern portions of the state. All grain remaining in the fields during the late rains has been considerably damaged from sprouting in the shock, which has been general to a more or less extent. The report, which arrived too late for publication, contains the following estimate:

The wheat acreage is 813,475, and the total yield 11,424,000 bushels; the average yield being 14½ bushels to the acre, ranging from 4 in Kerr county to 25 bushels in Lamar county.

The acreage of oats is 1,311,222, and the total yield 38,209,000 bushels, with an average yield of 29 bushels, ranging from 5 in Angelina to 70 bushels in DeWitt county.

The acreage of corn, a few counties not included, is 4,680,900, and the estimated total yield 151,950,000 bushels, an average of 32½ bushels, ranging from 8 in Morris county to 50 in Collin, Dallas, Fannin, Hill and McLennan.

Last year the same authority estimated the wheat acreage to be 370,750, with total yield at 5,283,437 bushels, an average of about fourteen and one-half bushels per acre. The 1898 oat crop was shown to be 23,433,500 bushels and the average yield per acre 35.6 bushels. The total acreage was fixed at 655,800.

A STEAM ENGINE FOR SMALL ELEVATORS.

A large number of elevators are run by steam engines, and the majority of country elevators in which steam plants are installed are of small capacity. The elevator owner, as a general rule, is not a skilled engineer, hence in selecting an engine he will buy one that is free from complicated parts, simple in construction, and one that will prove durable and economical in operation.

A large number of grain dealers han-

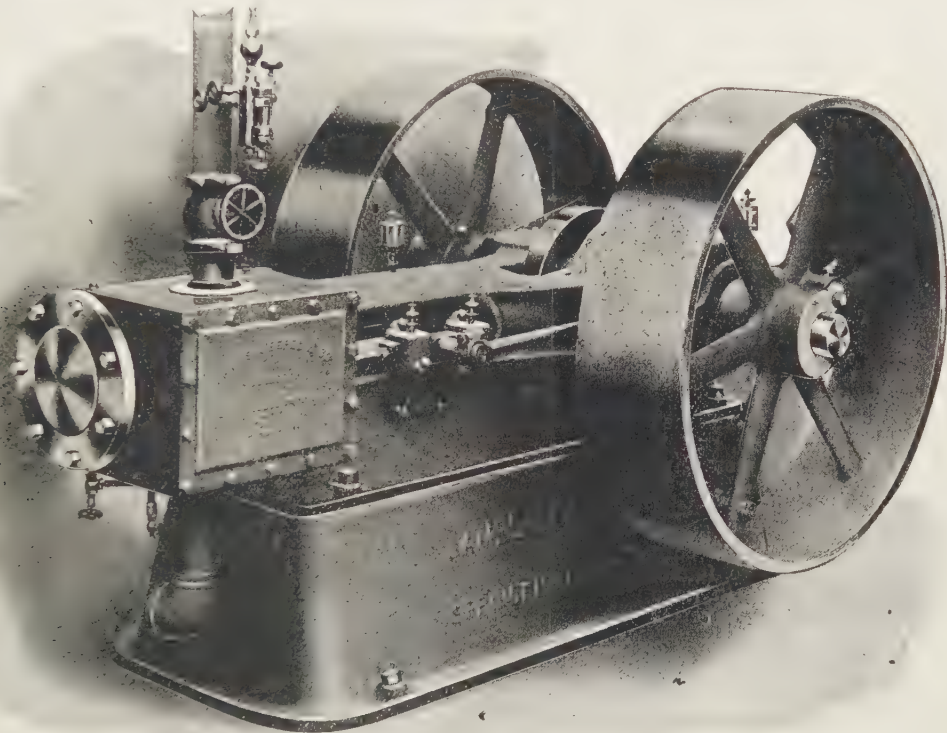
cylinder and steam chest are of overhanging type, cast together, and firmly bolted to bed. The cross head guides are a part of bed, bored out, and have very generous surface. The cross-head is of improved mechanical design, having pin about mid-center, and provided with gun metal wedge-shaped shoes above and below, arranged for convenient adjustment. The manner of fitting the cross-head pin, enables the operator easily to keep same absolutely tight at all times. The piston rod is of steel and turned to a tight force fit in piston, with suitable shoulder, against which piston is forced on rod, and end of latter is then securely riveted over, holding piston tightly and firmly in place. The connecting rod is provided with extra heavy brass boxes at each end, which are easily adjustable for taking up wear and keeping distance between centers same at all times. The shaft is extra

on one hardened steel pin, nothing complicated, no links, no numerous joints or complicated parts. This governor, with the balanced valve used, affords a regulation that is practically perfect, speed being constant, and the same with engine loaded or running empty.

The manufacturers will be pleased to quote prices and furnish prospective users with any additional information desired regarding these engines.

MINIMUM CARLOAD.

The Atchison, Topeka & Santa Fe Railway Company, Leavenworth, Topeka & Southwestern Railway (C. T. McLellan, Receiver), the Southern Kansas Railway Company of Texas, Rio Grande & El Paso Railroad Co., have issued a Joint Circular No. 717-F to all agents regarding the minimum weight on wheat and corn, which was effective July 1, 1899.



Steam Engine for Small Elevators.—Fig. 1, Steam Chest Side.

dle coal, this puts them in a position to get their fuel at an inside figure. In the corn surplus states the dealers always have a great many cobs which are unsalable. Their use reduces the cost of power to a nominal figure, and especially so if an economical engine is used. The cut of engine given herewith, shows a Standard Center Crank Automatic Cut-off engine of simple design. Being free from complicated it is easily kept in running order.

The Class "B" Standard Center Crank Automatic Cut-Off Engines being put on the market by James Leffel & Co., Springfield, Ohio, are intended to meet the demand for a thoroughly good, simple and easily cared for line of automatic engines in the smaller sizes up to 50 h. p., that will prove durable and economical in operation. Fig. 1 is view showing steam chest side, and Fig. 2 illustrates the governor in the band fly wheel.

The main frame or bed is of substantial proportions, and of a design affording extra strength and stiffness. The

large and strong, forged in one solid piece, from best quality hammered iron or steel, and is provided with suitable counter balance discs, securely attached.

The rectangular form of skeleton slide valve is used, balanced by being fitted with a pressure-relieving plate on back between valve and steam chest lid, and is arranged to afford necessary relief in case of water in cylinder, and also made adjustable for wear. This gives a simple, efficient and well balanced valve, that is easily understood, and no more trouble to care for than the ordinary type of plain slide valve. A simple and convenient device (not shown in cuts) is provided for draining cylinder, same being operated by one lever, and having outlet from each cylinder cock suitably connected to exhaust pipe.

These engines are equipped with the Rite's Governing System, which is the acme of simplicity, as shown in Fig. 2. The governor consists of one piece, comprising the arms and weights, with one spring connection, and is pivoted

It provides that under all tariffs issued by this company, the minimum weight on wheat and corn, carloads, loaded in cars 30 feet and under in length, will be 30,000 lbs.; when loaded, in cars over 30 feet in length, will be 40,000 lbs., except where marked capacity of car is less, in which case marked capacity of car will be the minimum.

Flaxseed Inspector S. H. Stevens reports the Chicago receipts during June as 130,625 bushels, and the shipments 57,205 bushels.

Consul Dudley of Vancouver, B. C., reports a scarcity of ships at that port on account of the increase in exports of lumber and grain from Oregon and Washington.

Professor J. H. Shepperd of the North Dakota Agricultural College has been appointed assistant grain expert to the United States Commission at the Paris Exposition. Mr. Shepperd will have ten agents collecting cereals in each state.

THE PNEUMATIC SYSTEM OF DRYING GRAIN.

Of late there has been much complaint by European importers of American grain regarding the condition of grain upon arrival at foreign ports. These complaints have been made more especially on corn. It being alleged that our corn arrived in a damp, musty condition and is not fit to feed swine or even to make into glucose.

The foreign demand for kiln dried corn is increasing rapidly. Old corn is still asked for first, then kiln dried corn, but the demand for kiln dried corn is fast supplanting the demand for the old. The old process of drying grain, with malt kiln is no more in favor with our exporters, for by this means the grain was shrivelled and cracked, the germinating power destroyed and a cooked odor left in the grain. Ofttimes the grain would be badly scorched and burnt. Where the pneumatic process of drying is used, by which a large volume of warm air and then cold air is blown through the grain, it is not cracked or burnt and the germinating power of the grain is not destroyed. The Hon. James Wilson, secretary of Agriculture, has given it as his opinion that all grain for export should be dried, and he is taking steps to investigate this matter thoroughly.

Grain which is properly dried is thoroughly cured and can be kept indefinitely. The shipper can always depend upon its arriving at foreign ports in marketable condition, while corn which is not, especially if it contains a large per cent of moisture, is very likely to arrive out of condition.

A grain drier is now an established factor in the elevator business, and is used by the following representative Chicago elevator companies, Armour & Co., Chicago Dock Co., The Richardson Co., and P. B. Weare & Co. The above firms are drying all their export corn before shipment, for they have found, by experience, that it arrives in good condition and that they can get a better price for it.

In Fig. 1 presented herewith is shown the building adjoining the Minnesota elevator, Chicago, which contains a pneumatic grain drier that has given perfect satisfaction. This drier consists of a housing or shell containing series of vertical racks, side by side, with air spaces between, see Fig. 2. Each rack is made up of steel shelves bolted to cast iron supports. The shelves are fastened to the supports at regular intervals and face in the same direction. By placing a right and left hand rack together so that the shelves face and filling the space between with grain a zigzag column of grain is formed. Fresh air, heated by means of a steam coil or furnace, is forced into the air spaces, and cannot escape except by passing through the columns of grain. The air, in its passage through the columns, warms the grain and removes the moisture. Grain containing four to five per cent excess moisture can be dried in thirty to forty minutes. Grain heating or fermenting can quickly be placed in condition. When dry the grain is dropped into a cooling chamber below (built on same plan as drier), and cooled, while a fresh lot of damp grain is being dried above. The levers shown in Fig. 2 are for letting the grain out of the drier into coolers and from coolers into a hopper from which it is spouted

to a belt conveyor and returned to the elevator.

This drier is so constructed that the operator can at any time enter it while in operation, examine the grain and guard against drying too much or not enough. The grain is handled entirely by gravity. The only power needed is for operating the blower.

With this drier timothy, flax, buckwheat, barley, wheat and corn can be perfectly dried. The racks being self-cleaning the machine can be changed from one grain to another without

SEEDS.

The Portland Seed Co., of Portland, Ore., recently suffered \$1,000 loss by fire.

At a meeting of wholesale seed merchants in New York, recently, resolutions were adopted denouncing the annual government free distribution of seed, as being an unfair discrimination against the seed industry.

We are indebted to Albert McCulloch, of Cincinnati, chairman of the Ameri-



Fig. 1. Pneumatic Drier at Minnesota Elevator, Chicago.

sweeping. It is built entirely of steel and cast iron, encased in a brick building which makes it perfectly fire proof, and keeps the drier in working condition, even after the elevator is burned, to place the unburned grain in marketable condition.

Several driers have more than paid for themselves during the last season, which, together with the many heavy losses by heating corn, prove that no elevator is complete without a good drier.

The Russian calendar is to be changed from old to new style in 1901.

can Seed Trade Association's committee on government distribution of seeds, for a report of the resolutions adopted. The committee shows the unfairness of this competition; that while the value of the seed sent to any one person is less than 25 cents, yet when multiplied several million times it makes a large sum. Not only is the regular trade robbed of the business represented by this large sum, but it is a burden on all other classes of taxpayers and costs the government each year \$300,000 for carriage alone. The Association again expresses its unaltered opposition to the free distribution of common garden seeds by

the United States Department of Agriculture.

A seed dealer of Hamburg, Germany, writes J. F. Zahm & Co., of Toledo, O.: Although the ordinary seed season is already over the trade in clover lately has not been dull at all. On the contrary, we have had a pretty lively business for speculation. The reasons for this activity are mainly two-fold, extraordinary small stocks of old seed are carried over into the new season, and besides the incoming reports about the growing crops are far from promising. The future developments of the European seed market and range of prices will, in a great measure, be influenced by the events in America. To a certain extent we are always dependent upon American seeds, but in the coming campaign there may be perhaps an unusual large demand. With us the seed is mostly, if not all, taken from the second cut. Want of rain and a hot spring have damaged the fields.

SUITS AND DECISIONS

The Treasury Department has decided that bills of lading issued by steamboats or other vessels, making a regular business of plying only between ports of the United States and ports in Canada do not require stamps.

In affirming the case of Oliver P. Campbell against Abner T. Bowen, the Appellate Court of Indiana again held that a grain buyer was liable for the value of a landlord's share of the crop raised on a leased farm where he bought the crop from the tenant and the latter failed to pay his rent.

Judge Kohlsaat of the United States Court at Chicago has decided that he had no jurisdiction in the case of Nash-Wright against Noble Jones, which went before him on an application by the defendant for an injunction restraining the Board of Trade from enforcing the payment of a claim after the defendant had gone through the bankruptcy court.

The suit of the Fidelity & Casualty Co. against the estate of E. W. Crays, an agent of the Peavey Elevator Co., to recover for a shortage which the guarantee company had made good, was decided in favor of Crays' estate. The evidence of the shortage was the returns of the terminal elevator, and as Crays had no control over the terminal elevator, this evidence was excluded, and the Faribault county court found no proof of fraud.

Lamson Bros. & Co., grain commission dealers on the Chicago Board of Trade, defendants in a suit brought by the Merchants' Loan & Trust Co., to recover \$45,000 lost by an employee in speculation, it being alleged that the brokers had good grounds for suspicion that the money was stolen, have won the case. The evidence of Lamson Bros. was that no member of their firm knew that their customer was a bank clerk until after the defalcation.

The Minnesota Supreme Court has affirmed the judgment of the lower court in the case of the state against Alfred J. Barry, a grain agent of Meeker county. Barry was accused of shipping "stored" wheat, deposited by farmers, and for which he had not accounted. A fugitive from justice, he was hunted up by the Grain Receivers' Association

of Minneapolis, and prosecuted with the aid of its attorneys. Barry was sentenced to five years in state's prison.

The Fulton Grain & Milling Co. has been given a verdict for the full amount of its claim against John Angline in the Supreme Court at Brooklyn, N. Y. Thomas F. Angline and Michael J. Angline, comprising the firm of Angline Bros., contracted with the plaintiffs for 25,000 bushels of white oats, which were to be delivered in installments between April 1, 1897, and September 3, 1897. The milling company refused to

COBS.

Denmark will appoint a commission to consider the question of giving protection to home agricultural products in the shape of import duties.

The Kansas Experiment Station has requested wheat growers to send samples of their crop for trial, with a view to develop improved varieties.

The D. Rothschild Grain Co., of Davenport, Ia., has let the contract to the Tri-City Construction Co. for an addition to its elevator of 65,000 bushels cap-

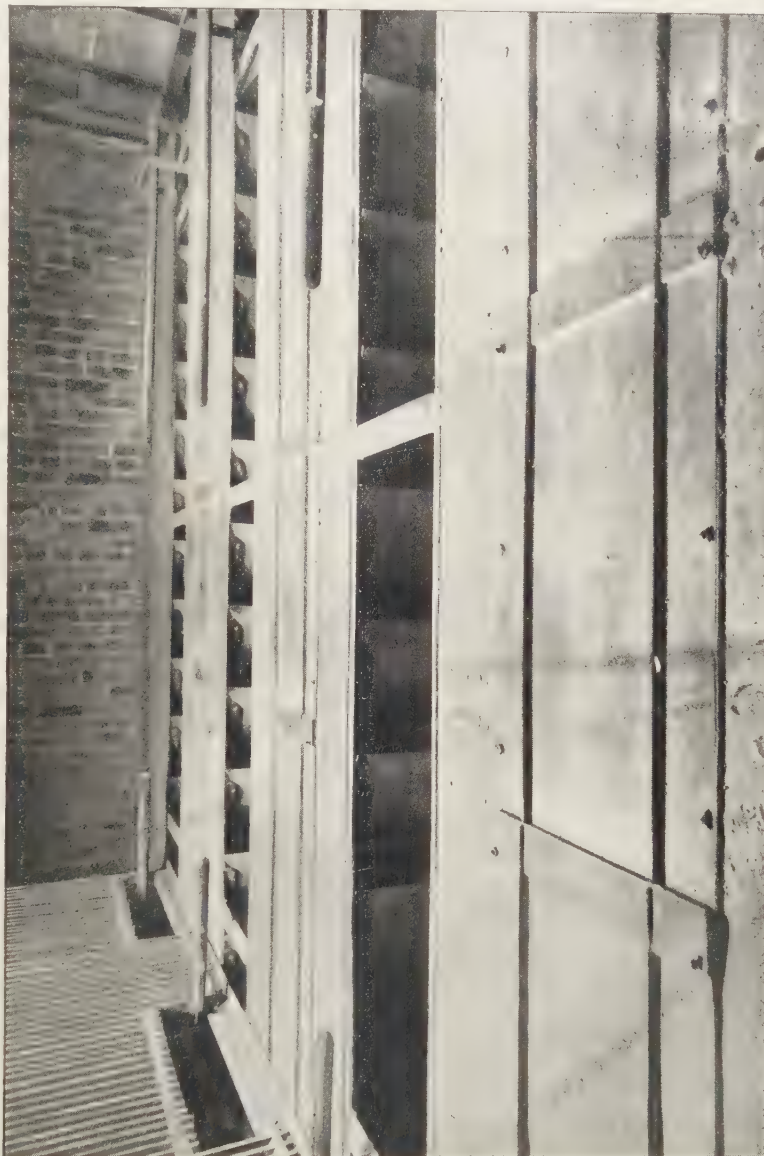


Fig. 2. Operators' Gallery in Pneumatic Drier.

go ahead with the contract unless Angline Bros. gave cash, and John Angline, their uncle, became security for the payment. This agreement was signed by the defendant on July 15, 1897, and from that date until the order was filled he paid \$4,439.60, but repudiated his obligation for any goods furnished prior to July 15. The contract showed that although signed on that date, it had been dated back to April, and the jury took the view that the defendant was liable for the full amount.

J. W. Simmons may rebuild his elevator at Botkins, O.

acity. The improvements will cost \$15,000.

Owing to the failure of crops this year in some of the governments of Russia, says Consul-General Holloway, a special tariff was established for the transportation of seed grain and cattle to the famished districts.

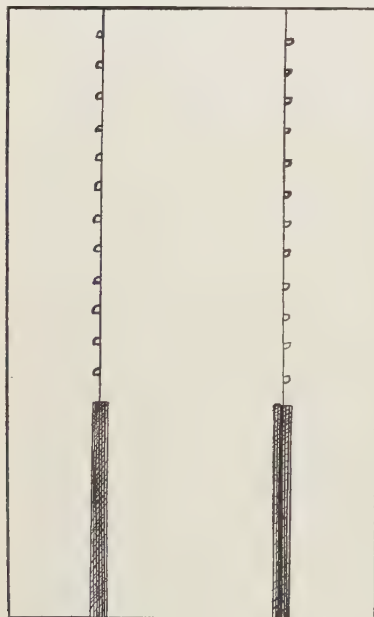
Paper from corn husks is being manufactured at Rockford, Ill. Heretofore the husk has been discarded as worthless, but an Illinois chemist has solved the problem of its utility. An old Rockford paper mill was purchased, special machinery installed and the manufacture of corn husk paper begun.

POCKETS IN A GRAIN ELEVATORS.

By L. B. R. R.

A pocket in a grain elevator is a small storage bin built around the receiving elevator legs, and it is called a pocket because it holds generally less than a carload. In some elevators the casing of the elevator leg does not run entirely up through the bin, but is omitted in the top half of the bin, and resumed again above the bin, the top casing resting on the floor above the bins.

In receiving and elevating a car of grain a small percentage of the grain (say 500 to 1,000 lbs. in every carload) is spilled from the cups as they pass over the upper pulley. It does not go into the spout that leads to the weigh hopper. The elevator "carries down;" that is, this spilled grain drops down the elevator legs to the boot and it is elevated a second time to get it into the hopper on the scales. This back-flow is quite noticeable when the cups are filled too full. The grain that is carried down to a pocket bin is retained in the pocket and is not re-elevated to the weigh hopper, but the car of grain is received into the elevator just that much short of its actual weight.



Pockets in Elevator Leg.

Grain pockets are also built around the loading out spout. That is, the spout from the weigh hopper to the car door passes through one of these small bins and if there is a leak in the spout the grain that leaks out falls into the pocket and is retained there. The car of grain is loaded out just that much short of its reputed weight.

These pockets might be called secret bins, for they are hard to find in an elevator. There is no spout leading to them from above and there is no door in the floor over them. The grain is taken out of them by a portable spout. The grain obtained is a mixture of corn and oats. Many elevators have a special bin for this kind of grain, which is called "sweepage." If the house has a grain separator the corn and oats are separated. If not, the mixture is mixed with low grade corn.

This accumulation of grain in an elevator sometimes amounts to three per cent. of all the grain that is handled through the elevator. When public ele-

vators ship out this grain they call it "surplus."

REGULAR DEALERS OF IOWA.

(CONTINUED.)

Albion, Ia.—P. F. Arney.
 Arthur, Ia.—St. Paul & Kansas City Grain Co., eltr. 15m; Northern Iowa Grain Co., eltr. 12m; Gray & Babcock, eltr. 12m; R. Whitaker.
 Auburn, Ia.—Inter State Elevator Co.
 Bancroft, Ia.—Inter State Elevator Co.
 Bartlett, Ia.—C. H. Harris, eltr. 6m.
 Blanchard, Ia.—McKee & Walkinsham, eltr. 20m.
 Blencoe, Ia.—Jas. Cook & Sons.
 Bode, Ia.—C. J. Hilland & Co.
 Boone, Ia.—Allen Smith.
 Braman, Ia.—B. B. Thomas.
 Bremer, Ia.—Inter State Grain Co.
 Bristow, Ia.—A. N. Felton.
 Britt, Ia.—M. Brown & Son.
 Brooklyn, Ia.—Dunton Bros.
 Burlington, Ia.—R. C. Jordan.
 Castana, Ia.—Wm. Binder.
 Cedar Rapids, Ia.—Bosch Ryan Grain Co.; American Cereal Co.
 Charter Oak, Ia.—E. A. Abbott & Son.
 Clarence, Ia.—W. D. Cottrell; G. Hicht.
 Clarksville, Ia.—John Heery.
 Corning, Ia.—F. J. Taylor & Co.
 Creston, Ia.—Chas. M. Boynton.
 Cushing, Ia.—D. J. Wescot, eltr. 40m.
 Dakota City, Ia.—H. P. Jensen.
 Dallas Center, Ia.—Brenton Bros.
 Danbury, Ia.—J. F. Mohr.
 Davenport, Ia.—D. H. Stuhler Grain Co.
 Dawson, Ia.—L. R. Brown, eltr. 9m.
 Des Moines, Ia.—M. T. Russell; W. R. Harper; T. S. Cathcart & Sons; J. M. Brown; C. V. Fisher; Chas. V. Pollock; Lloyd & Hamlin.
 Delta, Ia.—M. W. Chandler; W. A. Vernon & Co.
 De Soto, Ia.—Fred Lewis.
 De Witt, Ia.—G. M. Lambert & Son.
 Dillon, Ia.—C. B. Johnson.
 Donahue, Ia.—G. F. Burmeister; Frank Keely.
 Dow City, Ia.—Stewart Lumber Co.
 Dows, Ia.—Kleeme Bros.
 Dysart, Ia.—K. K. Lliquin.
 Eagle Grove, Ia.—E. D. Mineah & Co.
 Early, Ia.—Inter State Elevator Co.
 Eddyville, Ia.—G. Fais, C. C. Palmer.
 Edgewood, Ia.—J. H. Robinson.
 Eldon, Ia.—C. Retz.
 Eldora, Ia.—C. R. McCourtne.
 Ellsworth, Ia.—J. M. Hoffman & Co.
 Emmetsburg, Ia.—H. C. Darrath.
 Essex, Ia.—Malony & Nelson.
 Evanston, Ia.—J. C. Evans.
 Ewart, Ia.—Ewart Bros.; J. C. McMee-kin.
 Fairbank, Ia.—W. B. Agnew.
 Fairfax, Ia.—W. H. DeBerard; R. McClintock.
 Farnhamville, Ia.—Kropp & Kruckman.
 Farragut, Ia.—Dickey Bros.
 Fremont, Ia.—Black Bros.
 Faulkner, Ia.—J. A. Carton & Co.
 Floris, Ia.—Sam McClure.
 Fonda, Ia.—John Fobes.
 Fontanelle, Ia.—J. H. Hulbert & Co.
 Ft. Dodge, Ia.—Butler & Hanley; C. Schafer.
 Fergusson, Ia.—C. S. Hutson.
 Galt, Ia.—Wm. Finch; P. A. Axen.
 Galva, Ia.—Galva Elevator Co., eltr. 25m; Chullman & Lease; N. C. Crowley.
 Garner, Ia.—Terwilliger Bros.
 Garwin, Ia.—C. Christianson.
 Grimes, Ia.—Wm. Milligan.
 George, Ia.—J. G. Busker.
 Germania, Ia.—Germania Grain & Stock Co.
 Gladbrook, Ia.—D. A. Buchan.
 Goldfield, Ia.—W. H. Hoskins.
 Grand Mound, Ia.—J. M. Wolfe; Rodger Keelsy.
 Grand River, Ia.—Wood Benning.
 Granger, Ia.—Geo. F. Geneser; W. R. Stewart; McLean, Milligan & West, eltr.
 Graettinger, Ia.—Spies & Son.
 Greenfield, Ia.—F. L. Johnston; H. Kurtz & Son, eltr.
 Greene, Ia.—J. E. Miller, A. Diltz.
 Guernsey, Ia.—A. N. Drummond; Geo. Wheeler.
 Hale, Ia.—W. J. Mills.
 Hansel, Ia.—Hartgrave & Harrison.
 Hartwick, Ia.—R. Hughes & Co.
 Hill's Siding, Ia.—J. S. Wilson.
 Homestead, Ia.—Amana Society.
 Hubbard, Ia.—Dudley & Johnson.
 Lowden, Ia.—A. Freund & Co.
 Libertyville, Ia.—Frank Godfelty.
 Maquoketa, Ia.—David Wright.
 Marengo, Ia.—Marengo Produce Co.; Hiltbruner & Partridge.
 Martelle, Ia.—H. Wetzel.
 Mechanicsville, Ia.—A. L. Parsons.
 Montour, Ia.—Tow Bros.; T. P. Smith & Bro.

Morrison, Ia.—Grundy County Grain Co.
 Halbur, Ia.—Elscheid & Fasbinder; Wal-ter & Metter; Waltersheid Bros.
 Hamburg, Ia.—D. Hunter; S. D. Thomp-son; Morton Bros., eltr. 30m.
 Hampton, Ia.—Geo. Messelheiser; Pohl & Johnson; J. Pohl, eltr.; F. C. Howe.
 Hancock, Ia.—South Branch Elevator Co.; F. H. Hancock.
 Harlan, Ia.—Dow & Sandham.
 Harcourt, Ia.—Lundblood & Co.; Meserole & Ardison.
 Hardy, Ia.—A. Delta; Buell & Morse.
 Harper, Ia.—J. H. B. Striedel; Levi Bower.
 Harris, Ia.—Stockdale & Dietz Co., eltr. 15m; Winterfield Bros., eltr. 15m.
 Hartley, Ia.—Spencer Grain Co., eltr. 20m; I. N. Drake, eltr. 10m; L. N. Loomis, eltr. 15m; Scott Logan & Son, eltr. 15m; Hartley Grain Co., eltr. 15m; Hunting El-elevator Co., eltr. 15m.
 Hastings, Ia.—J. R. Graham.
 Havelock, Ia.—Wilson & DeWolf, eltr. 50m; Wells Bros., eltr. 40m.
 Haverhill, Ia.—Albert Imholt; O. P. Beale & Co., house; W. H. Peiffer.
 Havre, Ia.—Geo. E. Blair; J. B. Ecker-man.

BOOKS RECEIVED.

RECORD BOOK FOR WAGONLOADS RECEIVED, is the title of a book com-piled for the use of country grain deal-ers. This book is designated by the publishers, Hall & Paige Co., Creston, Ia., as No. 380. It is 9½x12 inches, contains 160 pages, rules for date, name, kind, gross and tare, net pounds, bush-els, pounds, cents, dollars, cents and re-marks, and will hold a record of 3,000 loads. This book is printed on strong white ledger paper, so data can be re-corded in ink. It has board covers with leather back and covers. Price is \$1.50.

The rye crop in North and East Fin-land has been ruined by floods and cold weather.

The Southern Railway is letting a contract this week for the construction of a 1,000,000-bushel terminal elevator at Norfolk, Va.

Frank I. King, the editor of C. A. King & Co.'s market reports, was not equal to writing a Fourth of July report that would prove satisfactory to our Boy Solomon, so he called upon his friends of the Toledo Press Club for an assorted case of literary pyrotechnics. Witt K. Cochran stuck closer to the business than any and supplied the fol-lowing bunch of trade firecrackers: The man who declares that speculating is wrong is full of prunes. Or to make it stronger, we will say "mince pie," which represents more of the country's products than any other one particular thing. The Fourth of July is standing proof that if you want to be a nice lit-tle patriot, you'll have to speculate, for speculating began in this country with the declaration of independence. When Washington assumed command of the Continental army, he entered upon the warmest bunch of speculation in the world's history. He was dealing in some mighty doubtful "futures." And it wasn't any dainty little buffet josh. He was up against the biggest bull in the market—one J. Bull, who started the ball rolling by a killing in the hot bed of beans. Washington retaliated by get-ting a corner on Corn (wallis) at York-town, which resulted in the hottest "call" and the most sweeping "put" the red coats ever experienced. When he had finished, Mister Washington show-ed a very charming "margin," and J. Bull was troubled with the "shorts." Did Washington feel his oats? Well, I should speculate.

PATENTS GRANTED

L. S. Kirker of Pittsburg, Pa., has been granted letters patent No. 627,338 on a gas engine.

Harry W. Abbott of Chicago, Ill., has been granted letters patent No. 627,464 on an automatic weighing machine.

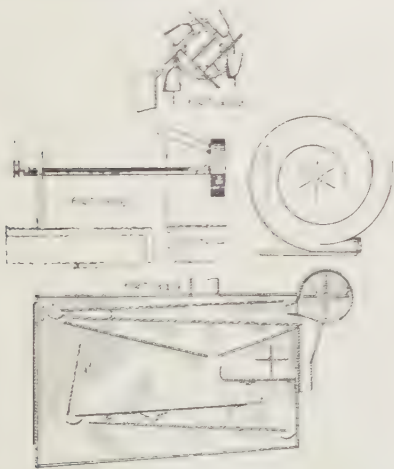
Ellis J. Woolf, of Minneapolis, Minn., has been granted letters patent No. 627,219 on an air and gear engine, and assigned same to the Woolf Valve Gear Co., of same place.

Harry A. Knox, of Springfield, Mass., has been granted letters patent No. 627,857 on a gas engine and assigned fourth-fifths of same to the Overman Wheel Co., Hartford, Conn.

Allen G. Mather of Milwaukee, Wis., has been granted letters patent No. 627,514 on an exhaust apparatus for roller mills, etc., and assigned same to The Edward P. Allis Co., of same place.

Albert N. Hopkins of Duluth, Minn., and Franklin P. Hopkins of Hyattsville, Md., have been granted letters patent No. 627,852 on a grain car door and assigned one-half to Marcus W. Bates of St. Paul, Minn.

George C. Getchell of Cambria, Wyo., has been granted letters patent No. 627,409 (see cut) on an endless conveyor or elevator. The principal feature of this is a rotary deflector comprising supporting frames rigidly mounted on the shaft between the sprocket wheels, and each is composed of a pair of plates arranged at right angles to the shaft. They project beyond the shaft so as to move successively in advance of the filled buckets and receive the load therefrom at the discharge point.



Henry L. Day of Minneapolis, Minn., has been granted letters patent No. 627,575 (see cut) on a separator. It consists principally of a spiral or convolute duct or passage, provided with a peripheral discharge for the separated solid particles; an inlet conductor, a fan located in the inner or central end of the passage, and a removable auxiliary passage connected to the main passage and receiving the air current therefrom. It is provided with a means for the discharge of the separated solid particles and with a peripheral outlet for the purified air.

John E. Cowles and Charles W. Andridge, of Storm Lake, Ia., have been granted letters patent No. 627,906 (see cut) on a grain loading machine. This apparatus for loading grain into cars consists principally of a rotary shaft, a

rigid supporting bar and a fan casing having inlet and discharge openings, of a fan proper, with rapial blades of a concavo-concave form in cross section, which throw the grain to either end of the car when loading. The many patents on car loaders may be followed by suits for damages resulting from infringement.

Frank Bender of Stilwell, Ia., has been granted letters patent No. 627,319 (see cut) on a recleaning attachment for clover or timothy cleaners. This is a combination with a casing, inclined boards within the casing, a blast fan adjacent to an opening between the boards, of a reciprocating cleaning and separating shoe within the casing consisting of an upper screen and lower plain surface connected together by brackets inclined in different directions. The forward and rear portions of the screen are of different sized mesh, separated by a narrow transverse screen of a larger mesh. The narrow strip is adapted to allow the passage therethrough of the grain from the inclined screens above it into a trough over which it is reciprocated. The blast fan is adapted to blow the light seed beyond the coarser portion of the screen.

THE SUPPLY TRADE

The sign of the times
Is ever in sight.
Follow the maxim,
"Advertise right."

A machine has recently been invented for treating seed grain for the prevention of smut, by A. Sheperd, of Rathwell, Man.

The Dodge Mfg. Co., of Mishawaka, Ind., with a capital stock of \$500,000, has filed articles of incorporation in Illinois with a capital stock of \$30,000.

The Johnson & Field Mfg. Co., of Racine, Wis., have filed articles of incorporation with a capital stock of \$10,000. The incorporators are John F. Johnson, M. S. Field and L. J. Lee.

Southworth & Co., Toledo, O., showed their patriotism and respect for the nation's holiday by having printed on their daily market letter under date of July 1, a colored representation of old glory.

A new company has been incorporated at Omaha, Neb., for the manufacture of gas engines. It will have a capital of \$100,000 and be known as the Omaha Gas Engine & Motor Co. The incorporators are H. K. Clover, F. E. Coulter & H. C. Atkin.

Intelligent use of advertising space will bring success. Buy as much space as you can afford, then cultivate it, change the reading matter of your ad, do not use all the superlatives in the language, but say what you have to say in a plain, straightforward manner. Results will surely follow.—Strong.

W. O. Pratt, the very successful salesman of Lewis Gasoline Engines, called recently and informed us that the J. Thompson & Sons Mfg. Co. propose to give special attention to the gasoline engine trade and will open offices in Minneapolis and Omaha. Among the many sales made recently were 3 Lewis Engines to Chas. Counselman & Co., Kansas City, 3 to S. Y. Hyde, La Crosse, Wis., 2 to W. W. Cargill, La Crosse, 2 to the Marfield Elevator Co., Winona, Minn., and 9 for new elevators being

erected by the Interstate Elevator Co., of Winona, on the new line of railroad being built from Sanborn, Iowa, to Minnesota points.

On August 1 the Barnett & Record Co., of Minneapolis, will close its Chicago office. Its present contracts being confined principally to the Northwest, a Chicago office is not needed. E. Lee Heidenreich will continue the business in his own name as contracting engineer for grain elevators of all capacities, with offices at 541 Cookery Building, Chicago.

The Barnett & Record Co., Minneapolis, has secured the contract for the erection of a million-bushel elevator for the United States Flour Milling Co., at Duluth. This elevator is to be built beside the Imperial Mill and will cost complete about \$300,000. Work on construction will commence at once, the contract calls for the completion of the elevator by October 1.

The Milwaukee Sentinel under date of June 28, prints a very interesting article relating to The Edward P. Allis Co., Milwaukee. It tells of the founding and growth of this company. Its marked consideration of its employees, the large capacity of the works and the high class of work it turns out. It states that the Allis Company introduced the roller system of grinding grain, which now has superseded the use of the old fashioned mill stones.

On June 24 the Jeffrey Manufacturing Co., Columbus, O., gave its employees their fifteenth annual outing at Lake Hiawatha Park, Mt. Vernon, O. Fully 1,500 jolly picnickers composed of the officers and employees of the company and their families were in attendance. The day was spent in enjoying games and field sports, the event of the day being a ball game between the regular Jeffrey nine and a picked team. Music was furnished during the day by the Jeffrey band, this band is composed of employees of the Jeffrey Company and is one of the best musical organizations in Columbus. The employees returned by trains early in the evening tired and happy, with the remembrance of a glorious holiday.

OHIO.

Stop lending bags.

Mr. Timmons of Belle Center, O., has bought the elevator at Lakeview.

Are any improvements contemplated or any elevators to be built in your vicinity?

O. T. Roszelle will remodel his mill at New Carlisle, O., so as to provide ample facilities for handling corn.

A. J. Klinger of Greenville, O., will overhaul his mill and increase the facilities for storing and shipping grain.

The state association proposes to conduct an active fight for the complete organization of the dealers of the state.

The application of John McDonald, of the Midland Grain Co., Washington C. H., for relief in bankruptcy, is opposed by seven or eight grain firms of Baltimore.

Baldwin & Elliott of West Liberty, O., sent us a sample of new wheat June 29, which they write, "came in this morning. We received the first of the season and we pronounce same good, weighing 60 pounds, plump and dry.

We paid 68 cents for same. This is first time on record that wheat has been marketed in June in this city. Corn just fair stand. Young clover about ruined. Nearly all old wheat has been shipped out."

Fire on the evening of June 23 destroyed the elevator of Fauts & Paul Bros., at Batson, O., together with 7,000 bushels of corn in cribs. Loss, \$18,000.

Ed McCue of Pittsburg, O., is putting in a new 40-horsepower engine and a new boiler to run his 12,000-bushel elevator. Rhinehart Smith supplied the machinery.

Chenoweth Bros.' elevator office and barn at London, O., were burned July 1, together with 5,000 wheat sacks. The bag lending practice is responsible for their loss on sacks.

The strike of the Richmond Elevator at Fairport, O., was settled by the Fairport Warehouse & Elevator Co. granting the men an increase of 5 cents an hour, as demanded.

The safe in the elevator of C. E. Groce at Elmwood, O., was cracked by burglars recently, although it bore the placard: "No Money in Here." Colonel Groce is receiving considerable wheat.

The stand of corn is very uneven in many fields of Indiana and Ohio. Some are even and the corn has attained vigorous growth, while in many others the stalks vary from weak, puny sprouts to four feet high.

An Ohio worker in the interests of the regular dealers writes: "Owing to our having several brainless dealers who allow petty jealousies to rule their actions, our association will be unable to accomplish any good during the present harvest. It is pretty certain now that every dealer will act independently as in the past." In other words, the grain dealers will continue to fight one another, and the farmers will get bags and profits as heretofore.

The Ohio state crop report, issued July 5, gives the condition of wheat at only 71 per cent of a full average. This was the result of unfavorable weather during June. Barley, condition, 83 per cent; rye, area plowed up and put to other crops, 2 per cent; condition 80 per cent; oats, condition, 85 per cent; corn, area planted in 1898, 2,961,208 acres; area compared with last year, 98 per cent; estimated area for 1899, 2,896,820 acres; condition, 85 per cent; damage by cut-worm, 4 per cent; damage by white grub-worm, 5 per cent.

PENNSYLVANIA.

Remember to write the Journal when you get news of interest to the trade.

William A. Haskell, of Haskell & Kendig, grain dealers at Lancaster, Pa., died July 2 of blood poisoning.

Byers & Lewis of Honeybrook, Pa., are erecting a new grain warehouse and mill on the site of the one burned. It will have a modern equipment.

Allen Delp, a well known dealer and member of the Philadelphia Commercial exchange, recently suffered an almost fatal stroke of apoplexy.

Director T. F. Townsend of the Pennsylvania crop bureau, states that lack of rainfall in the northeastern part of the state is causing wheat to ripen prematurely and is shortening the yield of hay. The condition of the oats crop is generally favorable. Considerable buckwheat has been seeded.

ILLINOIS.

F. M. Cutler, of Carthage, is building an elevator at Ferris, Ill.

F. C. Wilbur, of Grayslake, Ill., is moving his grain elevator.

Send in notice of new elevators, new firms and business changes.

T. L. Rowe's new elevator at Sunny Hill, Ill., has been finished.

James Shields will build an addition to his elevator at Benson, Ill.

Turner & Hudnut of Pekin will erect a large elevator at Chillicothe, Ill.

H. G. Porter, of DeLand, Ill., expects to build an elevator at Comb's switch.

L. L. Cunningham, station agent at Edwards, Ill., has engaged in the grain business.

V. L. Anderson, formerly of Lee, Ill., is building a 50,000-bushel elevator at Anawan.

Morrison & Grindley are building an addition, 30x60 feet, to their elevator at Savoy, Ill.

Zumdahl Bros. will erect a grain elevator on one of their farms near Mt. Morris, Ill.

The Alexis Grain Co. will erect an elevator at Alexis, Ill., near the one recently burned.

Charles D. White, dealer in grain and feed at Chicago, Ill., recently suffered \$1,650 loss by fire.

Costello & Crocker have placed in operation their new 75,000-bushel elevator at Maroa, Ill.

Samuel Piper of Cedarville has the contract to erect an elevator for Fred Meyer at Pearl City, Ill.

Mr. Cline, the new grain dealer at Hermon, Ill., is building another elevator, to be completed by August 1.

T. J. Bachus, Orion, Ill.: Oats look good in this part. Corn is spotted, some fields looking nice and some very poor.

James Patten has purchased the elevator at Millington and the elevator at Somonauk, Ill., owned by Thomas Mercer.

Isaac Doan, of Aurora, Ill., has the contract to build and equip an elevator at La Fox, on the Northwestern Railway.

The Hawkeye Elevator Company has given a trust deed on its plant near Chicago, Ill., for \$15,000 to F. S. Winston.

T. J. Radbone is building an addition, putting in a dump and making other improvements in his elevator at Elmwood, Ill.

H. Thorber has bought the elevator at Parnell, Ill., of the Middle Division Elevator Co., retaining C. P. Arbogast as manager.

Twelve elevators having a capacity of 24,450,000 bushels were made regular recently by the directors of the Chicago Board of Trade.

Daniel Hogan, of Mound City, Ill., has been reappointed state grain registrar. Mr. Hogan went to Porto Rico as a major with the volunteers.

Walker & Snell, of Moweaqua, Ill., have purchased the elevator of George Walker at Walker, Ill., and will place John Walker in charge.

W. L. Oldridge of Onarga has the contract to remove the Lamoreaux Elevator at Gilman, Ill., from the Illinois Central to the T., P. & W. track.

Fred S. Horneman, of Minonk, Ill., who recently sold his elevator to Mammen & Huxtable for \$4,000, has purchased an elevator at Odell, Ill.

J. H. Windherst, for many years a grain dealer at Astoria and Bluff City,

Ill., will buy grain this summer at Kingfisher, Okla., for a Chicago firm.

J. D. McLane and Theo. Dill will manage the grain business at Roodhouse and Barrow, Ill., having leased the elevator of J. E. House at the latter place.

Frank B. Martin, who embezzled \$5,000 from the Pratt-Baxter Grain Co., of Taylorville, Ill., it is said, has stated to friends that he will return and plead guilty.

The Middle Division Elevator Co. has bought the elevators of the Crescent Grain Co., at Colfax and Anchor, Ill., which discontinues its business at both points.

The Farmers' Grain Co. has been incorporated at Princeton, Ill. Capital stock, \$5,000; incorporators, James H. Coddington, Charles E. Borpe and Samuel R. Wilson.

F. R. Partridge, a well known member of the Chicago Board of Trade, and cousin of the late Ed Partridge, suspended business June 26, owing to heavy losses in wheat.

T. J. Bachus, of Orion, Ill., informs us that he is building an elevator for T. L. Rowe, at Crampton, Ill., and that an elevator has been put up at Coal Valley, Ill., by Crapp & Leace.

The first car of new winter wheat to arrive at Chicago was received June 26 by the Pope & Eckert Co., from Caney, Kan. It graded No. 3 Red, weighed 56 pounds and sold at 71½ cents.

Edward Hazenwinkle of St. Paul, Minn., will take charge of the elevator at Hudson, Ill., operated by William Hazenwinkle, the new firm being known as the Hudson Elevator Co.

Surveys are being made for a railroad from Quincy to Springfield, Ill. The line will be known as the Omaha, Quincy & Springfield Railway and is an extension of the Omaha, Kansas City & Eastern.

The P. H. Rice Malting Company has been incorporated at Chicago, Ill., to manufacture and deal in malt and its products. Capital stock \$600,000; incorporators, T. J. Rice, E. T. Kelley and W. F. Rice.

The elevator at Leeds, Ill., on the Santa Fe, operated by T. H. Wheeler and owned by Bartlett, Frazier & Co., of Chicago, was burned on the afternoon of July 23. An explosion of gasoline was the cause.

Jacob Gault, agent for the Middle Division Elevator Co., at Heyworth, Ill., was going down a ladder into a bin and stepped off when he thought he was at the bottom. He fell five feet and was badly shaken up.

The Calumet Malting Co. has been incorporated at Chicago, Ill., to manufacture malt and operate elevators. Capital stock, \$100,000; incorporators, John H. Wiess, Carl M. Gottfried and Frederick Gumdrum.

Charles Counselman & Co., proprietors of Rock Island Elevator B at Chicago, Ill., have applied to the circuit court for a revocation of their license, as they are desirous of discontinuing the elevator business.

W. W. Shockey of Decatur, Ill., writes that he is building an elevator for Henry Haman at Ivesdale, Ill., and will remodel elevator for I. N. Camp, of the same place, putting in a gasoline engine and other improvements.

Wallace Armstrong, of W. R. Mumford & Co., Chicago, who recently returned from a trip to the Pacific coast, says: The wheat crop of California is good—best in three years. The wheat crop in Washington and Oregon will be

fair. The greater part of the wheat on the coast is still handled in bags, though a few elevators for handling bulk grain are being built.

O. F. Hubbard, lessee of the Charter Oak Elevator at Petersburg, Ill., is charged with having disposed of 20,000 bushels of corn stored by farmers without making an accounting. He will be tried at the July term of court.

In one week recently Clevidence and Williams, the grain buyers of Mt. Morris, Ill., shipped 28 carloads of grain to Chicago. Between June 7 and 27, Mr. Clevidence alone shipped 45 cars. He has recently purchased 30,000 bushels of corn at 30 cents.

T. Costello, Maroa, Ill., under recent date writes Wallace Armstrong, Chicago: We have no wheat to speak of. Oats and corn look well, the cool, dry weather is favorable for the oats to fill. If we get hot, dry weather in July, it will cut our corn crop short.

John Ingles, the Chicago crop expert, says the counties promising the best wheat yield in the whole state are Green, Macoupin, Montgomery and Christian, where many fields promise a yield of thirty bushels to the acre. Above Roodhouse there is little or no wheat, and in the central and northern counties the crop is so light that thousands of fields will never be cut.

And now comes the Mattoon, Ill., farmers, who state that those who intended plowing up wheat six weeks ago now say they did not have time, and are glad, as it has come out wonderfully and will make 20 bushels per acre. One farmer says he will have 500 to 600 bushels from thirty acres. Never saw it fill out better. Comment.—'Twas ever thus.—Toledo Market Report.

The D. H. Stuhr Grain Co., of Davenport, Ia., writes: We are now adding 400,000 additional storage to our main elevator located on the Chicago Junction Railroad at West Hammond, Ill., where we have double tracks for unloading and unloading on both sides of the elevator, with storage tracks on our own ground for 259 cars. The handling and cleaning capacity of the elevator when completed will be 5,000,000 bushels per season.

The Western Elevator and Construction Company of Chicago is making plans for a new 600,000-bushel elevator to be built at South Chicago on the Calumet river. It will be a modern, up-to-date cleaning and clipping elevator, equipped with a complete dust collecting outfit and automatic sprinklers. It will be lighted by electricity and have a passenger elevator for use of employees. The machinery will be driven by a system of rope transmission, and the power will be furnished by a 350 horse-power Reynolds Corliss steam engine.

MARYLAND.

The Farmers' Elevator Co. has been incorporated at Baltimore, Md., with \$2,250 capital stock, by William H. Turner, George R. Dennis, Jr., E. Olmstead Boyd, John M. Dennis and Ferdinand A. Meyer.

NEW ENGLAND.

Edward P. Merrill, grain broker, of Portland, Me., writes us that dealers expect mill feed prices to tumble down when the flouring mills get running on new wheat. Stocks here are light; but little stuff on track. About half the usual hay crop. The prospect for early pasturage is excellent.

IOWA.

Goltry & Son are enlarging their elevator at Humboldt, Ia.

Montgomery Bros. are building an elevator at Montgomery, Ia.

If you buy a grain business or a new machine let us know of it.

N. C. Crowley is operating the new elevator just completed at Galva, Ia.

Roberts & Davis have refitted the grain office at Jefferson, Ia., recently purchased of W. J. Leake.

E. E. Bulen having purchased the half interest of P. Vandenoever in the elevator at McIntire, Ia., is now sole owner.

The Des Moines Manufacturing & Supply Co. is furnishing a new 125-h. p. boiler, 140-foot stack, and boot tanks, for the new elevator at Des Moines, Ia.

Wm. W. Boslough, Sumner, Ia., writes: I have recently moved here from Somonauk, Ill., and am building a modern up-to-date elevator of 20,000 bushels capacity.

D. H. Stuhr Grain Co., Davenport, Ia.: If nothing happens to the barley crop in this section until harvested it certainly will be the largest ever raised in this district.

William W. Boslough, Sumner, Ia., writes: "I have recently moved here from Somonauk, Ill., and am building a modern up-to-date elevator of 20,000 bushels capacity."

The D. H. Stuhr Grain Co., of Davenport, Ia., is enlarging and remodeling its elevator, at that place, and when completed will have 1,000,000 handling capacity per season.

M. F. Broadwell, Cantril, Ia.: I have sold my grain and lumber business to Nagle & Holder. Mr. Nagle was formerly in business at Milton, Ia., and Mr. Holder has been in the grain business here for years.

The ground on which the Peavey Elevator at Council Bluffs, Ia., stands was transferred recently by the Union Pacific Railway to Frank H. Peavey, who in turn transferred the property to the Omaha Elevator Co.

John & Henry Himmel have purchased the grain business, elevator, cribs and residence property of John W. Pearce & Son at Radcliffe, Ia., and will take possession August 25. The consideration was about \$25,000.

R. A. Stevens, Red Oak, Ia.: Crop prospects are very favorable at this time; wheat and oats being a little rank in growth, but all right to date. This week will largely finish the cultivation of the corn crop and it is generally in fine condition.

The annual meeting of the Grain Shippers' Mutual Fire Insurance Association will be held July 18, 1899, at 9 a. m., at the home office, Ida Grove, Ia. This meeting will be for the election of officers as well as for a meeting of the Board of Directors.

W. C. Sievers, Walnut, Ia.: I recently purchased the elevator here that I have been leasing from the American Preservers Co., so am now in the business for good. I think I have one of the best elevators in Western Iowa, and more than that this is as good a grain section as there is in the state.

W. H. Chambers, of Omaha, informs us that W. J. Leake, who recently purchased the elevator of D. W. Patton at Manning, Ia., has also purchased a steam elevator of Charles Walterschied of Halbur, Ia., and has leased the eleva-

tor of W. F. Luse, Ross, Ia. He will operate these three houses with headquarters at Manning.

A. P. Reeve, of Mains & Reeve, Silver City, Ia., was in Chicago recently and reported corn in Western Iowa in splendid condition, with prospects for a large crop. Mr. Reeve crossed Iowa on the C., B. & Q. R. R. and reported the corn in the Southeastern part of the state in poor condition as compared with that in the Western part.

The Des Moines Manufacturing & Supply Co. is furnishing new machinery for the elevators of Henning & Hagge, Beaver, Ia., W. H. H. Myers, Milford, Ia., A. G. Edmands, Jamaica, Ia., H. E. Pearl, Adaza, Ia., Davenport Elevator Co., Adair, Ia., Pease Bros., Rands, Ia., J. M. Atkins, Grimes, Ia., and C. H. Cooper, Callander, Ia.

The Iowa crop report issued July 4 by J. R. Sage, director, says: The week was especially favorable for oats, which had made rank growth and is in danger of lodging. There are some reports of damage by falling and rust, but in the main this crop is standing fairly well. Spring wheat and barley are doing well. Excellent progress has been made in cultivating corn, and reports as to this crop are generally more cheerful in tone. A considerable portion of the early planted corn will be laid by during the first week in July. The corn fields show all stages of growth, from early germination to waist high and first appearance of tassels. On the whole the crop outlook is somewhat improved.

SOUTHEAST.

A syndicate has been organized to control the rice fields of South Carolina.

Georgia farmers will hold a wheat convention at Macon July 12, to compare notes and promote wheat growing in the south.

B. Y. Cogar, of Cogar & Davis, grain dealers of Nicholasville, Ky., was married recently to Miss Minnie Duncan, at the home of the bride.

George I. Motz at Montgomery, Ala., has been appointed chairman of the Alabama commissioners to the Paris exposition, and will collect samples of grain and cereals.

The Louisville & Nashville railroad will build a spur from its main line at Memphis, Tenn., through Binghamton to the main line of the Nashville, Chattanooga & St. Louis.

Neil & Shofner, grain dealers of Nashville, Tenn., recently received 250 letters from correspondents in the winter wheat belt, showing that the yield will not be over one-half a crop.

Callahan & Sons' steel elevator and 12 steel storage tanks at Louisville, Ky., is not yet completed. The local boiler maker, who is attempting to construct the plant, has some new theories regarding economical and convenient steel storage tanks which are bound to attract attention. One builder, who has visited the plant, says, "it is simply wonderful, wonderful!"

The larger cornstalk borer is this season becoming a troublesome pest in the southern states. State Entomologist Scott of Georgia says: It is a large white caterpillar, dotted with dark brown spots, which bores into cornstalks, preventing the growth of the ears in young corn and weakening older stalks so that it is readily blown down. It frequently occurs in such numbers in

cornfields that one stalk of corn may be riddled with 20 or 30 holes.

The Louisville Board of Trade has appointed the following weighers for the ensuing year: At the Kentucky Public Elevator, P. S. Washer and H. A. Bachman; at Ballard & Ballard Co., William Chreste, Charles Vogel and C. T. Churchill; at Verhoff & Co., W. A. Keller and John Bartlett; at Callahan & Sons, M. W. Brumleve; at R. O. Gathright & Co., A. J. Gatewood.

NEW YORK.

Peas are looking well in northern New York.

Send in reports of new firms, business changes and new elevators.

The quartermaster's department at New York recently awarded the contract for supplying 800,000 pounds of oats to C. L. Rickerson.

The New York Produce Exchange has approved the arrangement made by the underwriters for covering the risk exempted by the Harter act.

T. B. Chase & Son and Hollister, Crane & Co., dealers in grain and feed at New York, have consolidated as Hollister, Chase & Co., Mr. Crane retiring.

Hearings will be held at Buffalo beginning July 26 by the New York State Commerce Commission to investigate elevator charges and reasons for the decline of the grain trade.

The International Elevating and Transferring Co., of New York, has placed its floating transfer elevator, the Chicago, in commission. It has a transferring capacity of 15,000 bushels an hour. Its sister boat, the Buffalo, will be completed some time next month.

New York Produce Exchange memberships, which have sold as high as \$5,000, are now selling at \$100 by auction, including all the privileges. So many members are dying that the insurance feature is a heavy burden to surviving members. During April, May and June twenty-four assessments of \$3 each were levied.

The New York State Commerce Commission met in the Produce Exchange recently to determine the causes of New York's loss of the grain trade. President Burgess, of the International Elevator Co., testified that his company employed 500 men, refuting the charges that the grain trade had no effect except to swell statistics. John Valiant, of Milmine, Bodman & Co., testified that the arbitrary elevator charge must be done away with to restore the grain trade. If the merchants were allowed to do their own lightering, said Mr. Valiant, I think it would cost them less than the three cents a hundred they now have to pay. Diversion of cargoes to other ports tends to create new channels of trade and to establish new lines of steamships, so that this city no longer has the monopoly that it once had. The injury thus becomes permanent, instead of temporary. Samuel F. Engs, of the same firm, testified that since 1892 the firm had transferred half its export trade to other ports, chiefly to Boston. Rates from New York to any foreign port were lower, he said, than from any other city except Boston. From Boston the ocean rate is lower, but the higher railway rate from the west to that city makes the total cost of exporting grain by way of Boston practically the same as by way of New York.

INDIANA.

Many Indiana fields of wheat will not be cut.

E. L. French is building an elevator at Farmer City, Ind.

A commodious warehouse is being added to the elevator at Sheridan, Ind.

J. C. Sellars of Darlington, Ind., has put in a new corn sheller at his elevator.

Kindly report the grain trade news of your neighborhood for publication in this department.

A 3,000 bushel elevator is being built on the Monon railway at Cambria, Ind., by Charles Sharp.

The elevator at Treaty, Ind., was badly damaged by fire June 30. The corn and feed bins were burned.

Archibald Bros. are thinking of putting a large hopper scale in their 15,000 bushel elevator at Morocco, Ind.

Bonner & DeBolt will put a dust collector over the furnace of their 40,000 bushel elevator at Wolcott, Ind.

John E. Ewers' grain elevator at Peru, Ind., was burned June 21. The fire was caused by sparks from a passing train.

J. M. Brafford is overhauling his 17,000-bushel elevator at Frankfort, Ind., and putting in a new 35-horse-power steam engine.

The sides of the new elevator at New Carlisle, Ind., have been covered with malleable steel sheeting, imitating pressed brick.

Caldwell, Barr & Co. is the name of the grain firm at Earl Park, Ind., James Barr having taken the place of Mr. McCray in the firm.

A. E. Alder of Rensselaer, Ind., has sold the elevator at Goldsmith to O. G. Carter of Forest, Ind. Mr. Carter is a new man in the grain business.

The Curtis Grain Co., which is composed of F. R. Curtis, O. P. Tabor and Marion C. Coover, is building a 125,000-bushel cleaning elevator at Remington, Ind.

A 12,000-bushel elevator is being built at Cyclone, Ind., by the Cyclone Grain Co., which is composed of John Young, Ella Young and J. M. Brafford of Frankfort.

A tornado at Radley, Ind., lifted the elevator four feet to the east and it now leans to one side so much that it will have to be raised before any grain is stored in it.

Dana Ward Moore, bookkeeper for W. W. Alder of Lafayette, Ind., was married June 21 to Miss Bessie Pollister of Lafayette. The couple have gone on a 10-days' pleasure trip.

George C. Wood, grain dealer at Windfall, Ind., was sitting in his office during a storm recently, when a bolt of lightning came in over the telephone wire and gave him a bad shock.

Warren T. McCray of McCray & Morrison, Kentland, Ind., was in Chicago last week and reported that the farmers of his district expected to harvest the best oats they have had in many years. The yield will be large. The growing corn is also in good condition and gives promise of a large crop.

W. M. Darter, Crawfordsville, Ind.: We will have no wheat in our county this season. Some sections of the state have an average crop and some counties report the best crop in five years. A failure in any section of this country is to be deplored because of the distress entailed upon the people of the locality

affected, yet there is some satisfaction in knowing that some others gain by the shortage.

The first new wheat at Terre Haute, Ind., was marketed June 30, a week or ten days earlier than in former years. Testing 60 pounds to the bushel, the quality is excellent. The average crop is 17 bushels to the acre.

Goodrich Bros. Hay & Grain Co., of Winchester, Ind., has bought the old Bowen elevator at Lynn, which has a capacity of 8,000 bushels. Goodrich Bros. are remodeling the old elevator at Farmland, Ind., which they bought recently, and may put in an oat clipper at their cleaning elevator at Newcastle.

P. E. Goodrich, Winchester, Ind.: We would like to see a division of the Grain Dealers National Association organized in this part of the state. This place would be the most central for Jay, Delaware, Wayne and Randolph counties, as it has direct connection with Muncie, Portland and Richmond, which are the best towns in the district. Any place would suit us.

MISSOURI.

Marshal & Michel will build an elevator at Joplin, Mo.

The Woodson-Young Grain Co. will retire from the business at Kansas City, Mo.

William Haarstick, grain dealer of St. Louis, Mo., is making an extended visit to New York.

D. Block, of D. Block & Co., grain dealers at St. Louis, Mo., has retired from the business.

John Gannett, formerly with Messmore, Gannett & Co., grain dealers of St. Louis, Mo., is spending the summer in Michigan.

The Leftwich-Fisher Grain Co. has been incorporated at St. Louis, Mo., with \$10,000 capital stock. Incorporators, W. M. and A. Leftwich and C. V. Fisher.

The Consolidated Elevator Co., of St. Louis, Mo., will place its six elevators in the hands of a trustee to be sold, when they will probably pass into the control of individuals.

The Farmers' elevator at St. Louis, Mo., will be placed in operation with James T. Birch as manager. A grain company will be formed to operate in connection with the elevator.

A Kansas City man has rigged up a wagon with a chop mill driven by a gasoline engine, with a capacity of grinding a load of corn per day. He drives from one feed dealer to another. This is what the millers will dub a grinding monopoly.

The grain committee of the St. Louis Merchants' Exchange has recommended changes in the grade of No. 2 red wheat to secure uniformity with the Illinois grade. At present the Missouri grade admits of no mixture, while the Illinois grade permits 5 per cent of hard winter and 5 per cent of white wheat. The directors have instructed the president to communicate with the Illinois authorities to ascertain what could be done.

The Missouri state crop report, issued July 1, estimates the area of wheat harvested at 900,000 acres, against 1,034,000 in 1898. The yield is placed at nine bushels, against 12 bushels for 1898, and the total yield at 9,100,000, compared with 12,408,000. The cornfields are now in fair condition and the plant generally making good growth.

The condition is placed at 84, against 78 for last month, and against 78 for the same date in 1898. The acreage for the state has decreased 2 per cent, leaving the present area to corn 6,300,000 acres. The condition of flax is 80 per cent, against 83 a year ago.

NEBRASKA.

Items of interest to the trade are always welcome.

L. L. Coryell has repaired his elevator at Brock, Neb.

Ed Wenzel & Son of Eagle, Neb., write that they contemplate enlarging their elevator.

Austin Bros., dealers in grain and implements at Beaver City, Neb., have dissolved partnership.

Fire was discovered recently in the elevator of D. R. Hopkins at Wilber, Neb., but was promptly extinguished with trifling damage.

The Lindell hotel at Lincoln, in which was held the last annual meeting of the Nebraska Grain Dealers Association, was burned on the night of July 8.

G. H. Conant, the general manager of McReynolds & Co.'s Omaha office, spent a few days in Chicago last week trying to celebrate the Fourth in the proper way.

W. H. Chambers, of Omaha, informs us that W. J. Warrick, of Meadow Grove, Neb., contemplates building a 20,000-bushel elevator, with gasoline power.

Ed Wenzel & Son, Eagle, Neb.: We have never seen a better prospect for corn at this time of the season. Farmers have a good stand and fields are clear of weeds. The acreage is large.

W. H. Ferguson, of Hastings, the new owner of the Murphy Elevator at Crete, Neb., is enlarging the plant and is making extensive repairs. The elevator will be operated by Ferguson & White.

A fire in the engine room of the K. C. & O. Elevator at Sutton, Neb., was noticed by Jacob Weber, at work near by, who quickly threw upon the flames a few buckets of water, and stopped what might have been a costly blaze.

H. M. Oliver of Hastings, Neb., who has spent the last year in Kansas City, was in Chicago last week on his way east where he will spend the summer months. Mr. Oliver says the prospects are that Nebraska will have a large crop of corn.

At McCool, Neb., considerable corn is being shelled out for shipment. Three parties at that point have cribbed 150,000 bushels which they are moving out. On June 23 the two elevators handled 9,000 bushels of corn, besides wheat, oats, rye and barley.

The wife of H. F. Doebke, grain dealer at North Platte, Neb., eloped with William Gauf, the hired man, July 2. The couple were arrested in Denver. Mrs. Doebke left a good home and eleven children. There was no domestic trouble.

Sixteen elevators are being built on the Nebraska division of the St. Paul & Omaha railroad. Two will replace those destroyed by a tornado at Herman and Bancroft, and the fourteen other houses are at Emerson, Coleridge, Maurel, Concord, Carroll, Wausa, Thurston, Pender, Lyons, Craig, Hartington, Hoskins and Winside, one at each place save the last, where there are two. The capacity of each ranges from 20,000 to 40,000 bushels.

KANSAS.

Crop reports are always welcome.

Join the state association and share in its benefits.

W. P. Davis has succeeded Little & Davis at Greenleaf, Kas.

An elevator will be built at Hope by the H. J. Light Grain Co., of Salina, Kan.

Brandon Bros., of Clyde, Kas., have been succeeded by the Clyde Mill & Elevator Co.

Contracts for a 75,000-bushel elevator have been let by the Phoenix Milling Co., Coffeyville, Kan.

The construction of a 200,000-bushel elevator is contemplated by the McGrew Milling Co., Coffeyville, Kan.

The Plainville Mill & Elevator Co.'s plant at Plainville, Kas., was recently destroyed by fire; the loss is placed at \$10,000.

Fire in the Santa Fe elevator at Argentine, Kan., June 29, was fortunately discovered and extinguished by Watchman James Summers.

Secretary Smiley writes that the local meetings of the Kansas association will be called during July at the following places: Ottawa, Chanute, Coffeyville, Wellington, Wichita, Larned, Hoisington, Belleville, Smith Center, Hiawatha, Goffs and Minneapolis. He says the association work is progressing, and that the close of the year will see the state thoroughly organized.

E. J. Smiley, Sec'y Kansas Grain Dealers' Association writes, that within the last thirty days he has received applications from the following dealers to join the association: Hinck & Son, Linn; J. Fulcomer & Son and H. T. Crawford, Belleville; Preble & Lane, Cuba; Frazier & Thomas, Athol; Wm. H. Barney, Kirwin; E. L. Keckley, Agra; Phillipsburg Grain Co., Phillipsburg; M. Hancock & Co., and Sanford & Tweedy, Rydal; Smith Center Mill & Elevator Co., Smith Center; N. W. Price, Huron; Edwards & Son, Jewell City; Kelley Bros., Edgerton; E. G. Swayze, Pomona; H. W. Dickson, Rosemont; C. B. Funk, Hillsboro; A. Burkholder, Canada; Lehigh Mill & Grain Co., and Henry Lorenze, Lehigh; Ludwig Franz, Strong City; F. L. Ingersoll, Kirwin; Hoerman & Kappleman, Greenleaf; Derge Mercantile Co., Lebanon; G. W. Bowman & Son, and Walker & Son, Prairie View; C. E. Sheldon, Narka.

MICHIGAN.

Hankey & Son are completing their new elevator at Mancelona, Mich.

Work on the new elevator of Cortwright & Sons at Homer, Mich., is rapidly progressing.

The construction of McLaughlin & Co.'s grain elevator at Leslie, Mich., has been commenced.

Charles Wolohan has begun work on his new elevator at Birch Run, Mich., which will be 40 feet high.

Waldron & Walker have renewed their lease of the elevator at Jackson, Mich., for a period of 30 years, and on Aug. 1, will begin buying the new crops.

John, Bart and Will Hurd have formed the firm of Geo. R. Hurd's Sons' Co., to carry on the elevator, grain and coal business at Monroe, Mich., founded by their late father.

The L. H. Shepard Grain & Bean Co., of West Windsor, Mich., is building an elevator 32x72, three stories high, not including the basement. Power will be

transmitted between the new and old buildings by a wire rope. This addition to its facilities enables the company to load cars on either the Grand Trunk or Michigan Central.

The Flint & Pere Marquette Railroad Co.'s elevator at Ludington, Mich., was burned on the night of July 6. The fire started in the weigh room on the sixth floor and spread rapidly, destroying the new machinery which was put in last winter at a cost of \$40,000, 50,000 bushels of oats and 2,000 bushels of corn. Loss, \$120,000; insurance on grain, \$15,000. The plant will be rebuilt immediately.

WISCONSIN.

C. L. Woodbury's grain elevator at Victory, Wis., was burned June 28.

B. Schmidt of Juneau, will take charge of the new elevator at Sackett's for F. B. Peacock of Beaver Dam, Wis.

The new plant of the Hall Elevator Co., at Superior, Wis., is progressing rapidly toward completion, and will be in operation in a few weeks.

The 10,000-bushel elevator being built by the Warwick & Cole Co., at Oshkosh, Wis., will contain six bins, each 20 feet deep. The elevator leg and the corn sheller will be driven by a gasoline engine.

MINNESOTA.

Send us notices of contemplated elevators, new firms and business changes.

The June earnings of the Minnesota grain inspection department were \$16,000.

At Donaldson, Minn., the St. Anthony & Dakota Elevator Co., is building coal and lumber sheds.

John O'Brien, grain dealer at Stillwater, Minn., will build a flour mill adjacent to his elevator.

Albert Rothschild, Davenport, Ia., connected with the Rothschild Grain Co., has bought the elevator at Luverne, Minn., of Frank Hyke.

A. B. Black has been given charge of the wheat business for the big milling combination known as the United States Flour Milling Co.

The Morin Warehouse at Hartland, Minn., has been purchased by George T. Harris, who will take it down and rebuild it as a first class elevator.

Prof. Otto Luger, of the Minnesota Agricultural College, states that the migratory mountain locust has made its appearance and may do some damage.

The Farmers' Elevator Co. has been incorporated at Beardsley, Big Stone Co., Minn. Capital stock, \$3,000; officers, A. S. Stevens, N. A. Warring, Fred Diettes and H. B. Getty.

McHugh, Christensen & Co. have been incorporated at Minneapolis, Minn., to conduct a grain commission business with offices at 506 Corn Exchange. Capital stock, \$75,000; incorporators, J. V. McHugh, C. A. Christensen and J. E. Stair.

The complaint of John Tucker, grain shipper of Lake Benton, Minn., against high freight rates to Minneapolis, has been acted upon by the state railroad commission, and all the roads concerned have agreed to a satisfactory reduction, effective July 10.

The Robbins-Warner Co. has been formed to conduct a grain commission and shipping business at Duluth, Minn. D. M. Robbins, president of the Northwestern Elevator Co., and E. C. Warner,

formerly owner of the St. Paul Linseed Oil Co., compose the firm.

The Minnesota Elevator Co., recently formed at Winona, Minn., has elected the following officers: President, F. P. Frazier of Chicago; vice president, W. H. Bartlett of Chicago; secretary, H. C. Garvin; treasurer and manager, W. B. Parsons. W. G. Humason, who has been with the Marfield Elevator Co., has been engaged as head bookkeeper and F. I. Cummings as clerk. The company will build 20 small elevators.

To test the constitutionality of the Grindeland law, William B. Mohler, grain commission dealer of Minneapolis, has been indicted for violation of the law. Proceedings in habeas corpus for the release of Mr. Mohler have been begun by the Grain Receivers' Association. A hearing will be had in October. The law will be attacked on the ground that it is class legislation, and that it interferes with interstate commerce.

TEXAS.

J. Merrow has succeeded H. B. Bilbro as agent at Galveston, Tex., for Charles F. Orthwein & Sons, grain exporters, of St. Louis, Mo.

G. A. Works, formerly connected with W. O. Brackett & Co., Sherman, Tex., has assumed charge of the grain department of E. B. Greathouse, Temple, Tex.

The Pilot Point Grain Co. has been incorporated at Pilot Point, Tex., to buy and sell grain. Capital stock, \$10,000; incorporators, L. G. Belew, J. B. Clifford and S. F. Lake.

F. A. Drew, general freight agent of the M. K. & T. railway, states that the Southern Pacific proposes to build two large elevators at Galveston, Tex., and other improvements are contemplated that will make its exporting facilities unsurpassed.

Exports from Galveston during June, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade, included 413,000 bushels of wheat and 43,000 bushels of corn. In June last year, 97,000 bushels of corn and no wheat was exported.

Floods caused great loss of life and crops in the Brazos River valley of Texas early in July. Eighty-nine persons are known to have been drowned. As the area inundated covers 25,000 square miles, and the water remained several days, the damage to the growing cotton, corn and sugar cane will run into the millions.

The Texas Grain Dealers' Association has gained the following new members since the last meeting: B. Bennett, Whitesboro, Tex.; J. M. Carlisle & Bro., Palno, Tex.; The J. F. Floyd Lumber Co., Texarkana, Tex.; Griffith, Vickers & Crosler, Godely, Tex.; Martin & Witwer, Garland, Tex.; George W. Major, Colorado, Tex.; Mssay, Stewart & Hise, Caddo Mills, Tex.; Sunset Wood Co., San Antonio, Tex.; Texas Grain & Commission Co., Hillsboro, Tex.; D. H. Thompson, Waxahachie, Tex.

Members of the Texas Grain Dealers' Association should not forget the resolution adopted at the annual meeting to the effect that we will not pay any money (as brokerage or commission) on any sales made that are rejected and not delivered unless shipper or seller has ample proof that goods rejected are not up to representation of seller. That no member of this Association pay any brokerage or commission to any one to

whom goods are sold. That shipments subject to inspection and payable on arrival should be discontinued.

E. H. Crenshaw, the genial secretary of the Texas Association, is not always poetical, and is seldom overcome by his feelings, yet now and then his intense sympathy for the outside dealer drives him to poetry as is evidenced by the following convincing epistle: Dear Sir: The disposition on the part of millers, exporters and grain dealers generally, to confine purchases to members of the Texas Grain Dealers' Association, is quite noticeable this season. I am receiving inquiries almost daily, as whether certain dealers are members of our association. The only legitimate and reasonable conclusion that can be drawn from this is that grain dealers are daily losing business by failing to join and co-operate with the Texas Grain Dealers' Association. Experience will doubtless rivet this upon your attention in the by and by, but it may then be too late, too late. Remember that "Of all sad words of tongue or pen, the saddest are these, It might have been." The wide awake, up-to-date grain man will understand and appreciate this and send in his application for membership without delay, while the laggard will sing in the time to come, too late, too late, too late.

SOUTHWEST.

Send us the grain trade news and report how the wheat has turned out.

G. E. Ady, of Denver, Colo., is building a large elevator that will have a storage capacity of 75,000 bushels.

The first load of new wheat at Perry, Okla., was bought by Donahue Bros., June 23, at 57 cents per bushel. It was fine soft wheat, testing 62 pounds, and came from a field yielding 34½ bushels per acre.

Oklahoma will donate a trainload of wheat and flour to the poor of New York. Every town on the Rock Island from El Reno to the Kansas state line has volunteered to give a car of flour and wheat. The Rock Island will transport the train free.

The Grain Commission of Oklahoma, at a meeting at Guthrie, June 29, drafted rules and regulations for inspection. All scales and warehouses will be inspected, the fee being \$1. Grades will correspond with those of Kansas, the fee for inspection being 35 cents per car, of which the deputy will receive 25 cents. "All scales over which grain is weighed for market must be warehouse scales." The question naturally arises what is a warehouse scale?

PACIFIC COAST.

Grain trade news items are always welcome.

Balfour, Guthrie & Co., it is said, will erect wheat warehouses of 8,000 tons capacity at Oakland, Cal.

The Williams-Smithson Co., of Ellensburg, Wash., is building a warehouse 100x120 feet and two stories high.

The Northern Pacific is said to have 2,000 men at work on its extension into the great wheat country of Las Camas prairie, Idaho.

A compact not to bid against each other in buying wheat or chartering vessels is said to have been formed by the four largest grain exporting firms of San Francisco, G. W. McNear & Co.,

Balfour, Guthrie & Co., Gervin & Eyre and Eppinger & Co.

A. G. McAdie, director of the California crop bureau, says: Grain harvest is progressing rapidly, and in most sections the quality and yield are far above expectations; wheat especially will be a very heavy crop, except in sections affected by the drought, principally in the extreme south. Hay has proved a good crop in nearly all sections.

NORTHWEST.

Kindly advise of new firms, new elevators and business changes.

A grain elevator will be built at Bozeman, Mont., by the Bozeman Milling Co.

T. C. Power & Co., of Belgrade, Mont., contemplate erecting an elevator in place of the one burned.

Grading was begun June 24 on the railroad which Senator Washburn of Minneapolis is building from Bismarck to Washburn, N. D.

The warehouse of the Van Dusen Elevator Co., at Watertown, S. D., was burned June 17, together with some household goods belonging to the company's local manager, John Carroll. The building was insured.

CANADA.

The Farmers' Elevator & Mill at Portage la Prairie, Man., has been sold at auction.

The elevator of McKenzie & Co., at Brandon, Man., was damaged by fire June 28. Loss, \$500.

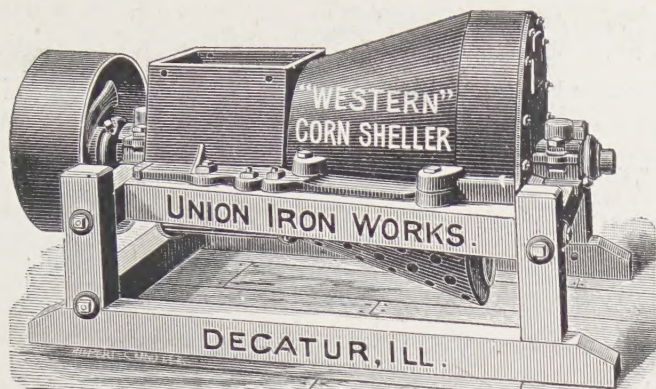
The Darlingford Elevator Co. has been incorporated at Darlingford, Man., to build an elevator. Capital stock, \$5,000.

The Toronto Board of Trade strenuously opposes the proposition to permit American vessels temporarily to carry Manitoba wheat from Fort William to Montreal.

The Toronto Board of Trade has sent a deputation to the government at Ottawa to urge aid for the proposed direct railway from Toronto to Georgian Bay, which, it is claimed, will reduce the distance from the great lakes to the seaboard by 600 miles.

The English syndicate which asks the Canadian government to guarantee the interest on 20,000,000 to aid the construction of the Montreal, Ottawa and Georgian Bay Canal, has deposited \$200,000 in bank as evidence of good faith. The syndicate promise to have the system open for traffic by July 1, 1901.

The Montreal Corn Exchange Association, at a recent meeting to consider the improvement of waterways, resolved that the approaches to Port Colborne should be deepened and a safe and commodious harbor provided there, supplied with such elevators and warehouses as the requirements of the trade may demand. It was further resolved that as part of a comprehensive scheme for the development in the St. Lawrence route and as supplementary to the deepening of the canals to fourteen feet, which will be complete next spring, the government should equip the ports of Montreal and Quebec with such elevators, warehouses and other modern facilities as may be necessary for the rapid and least costly trans-shipment of freight from the inland to the ocean vessels.



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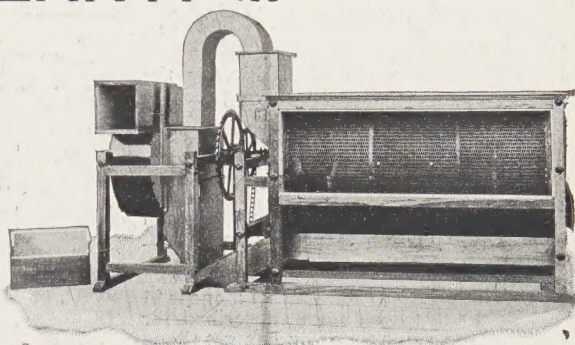
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The tables are strongly bound in cloth. The tables for **Oats** at 32 pounds are bound in olive green; the tables for **Corn** and **Rye** at 56 pounds in sea green and the tables for **Barley** at 48 pounds in black. Many errors are prevented and much labor avoided by their use. Each book is complete in itself. **Price, \$1.** For any of these tables address the

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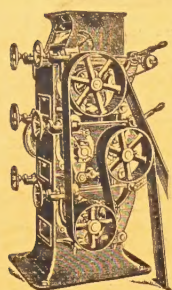
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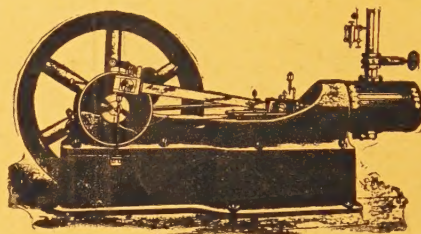
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